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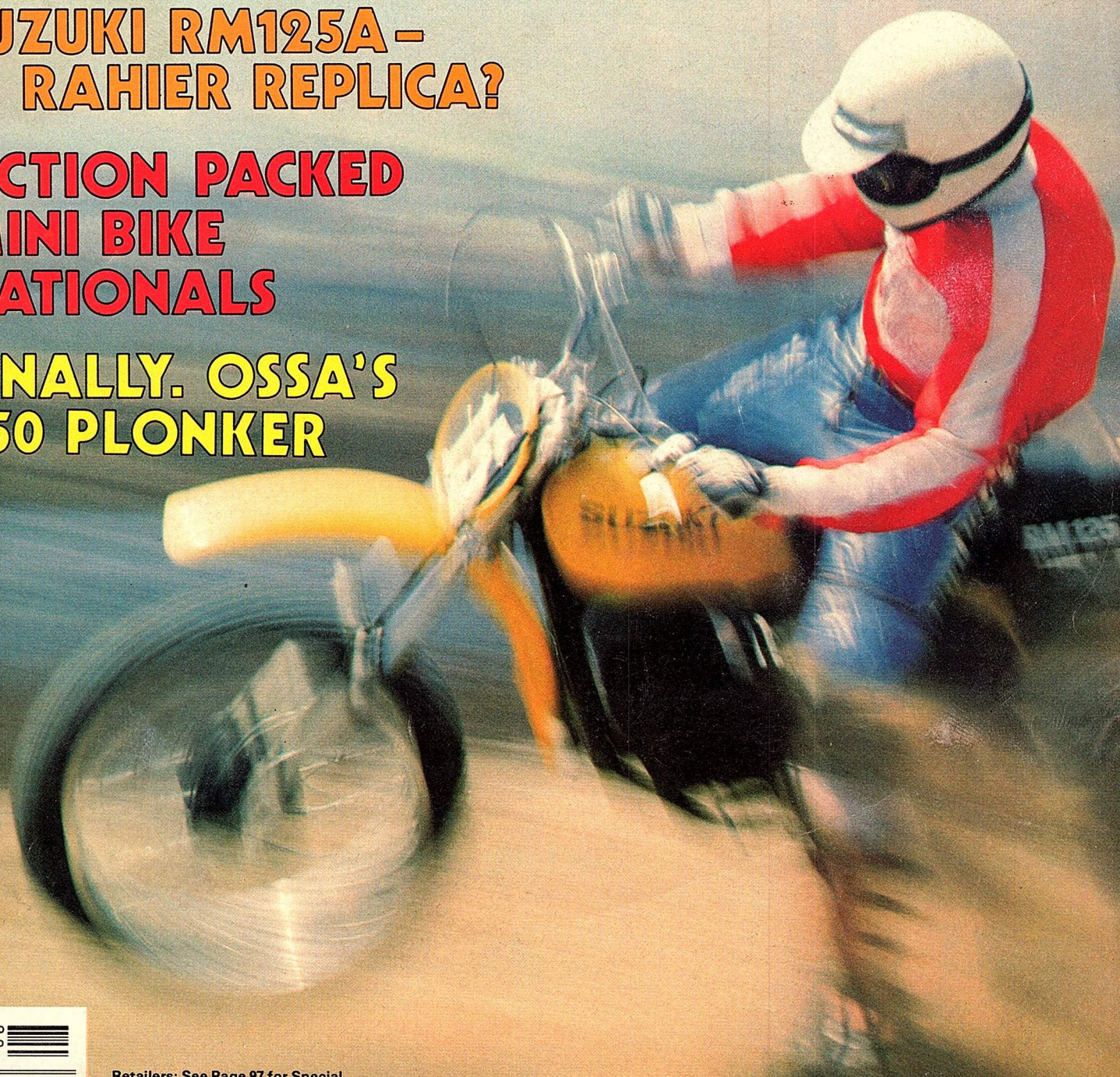
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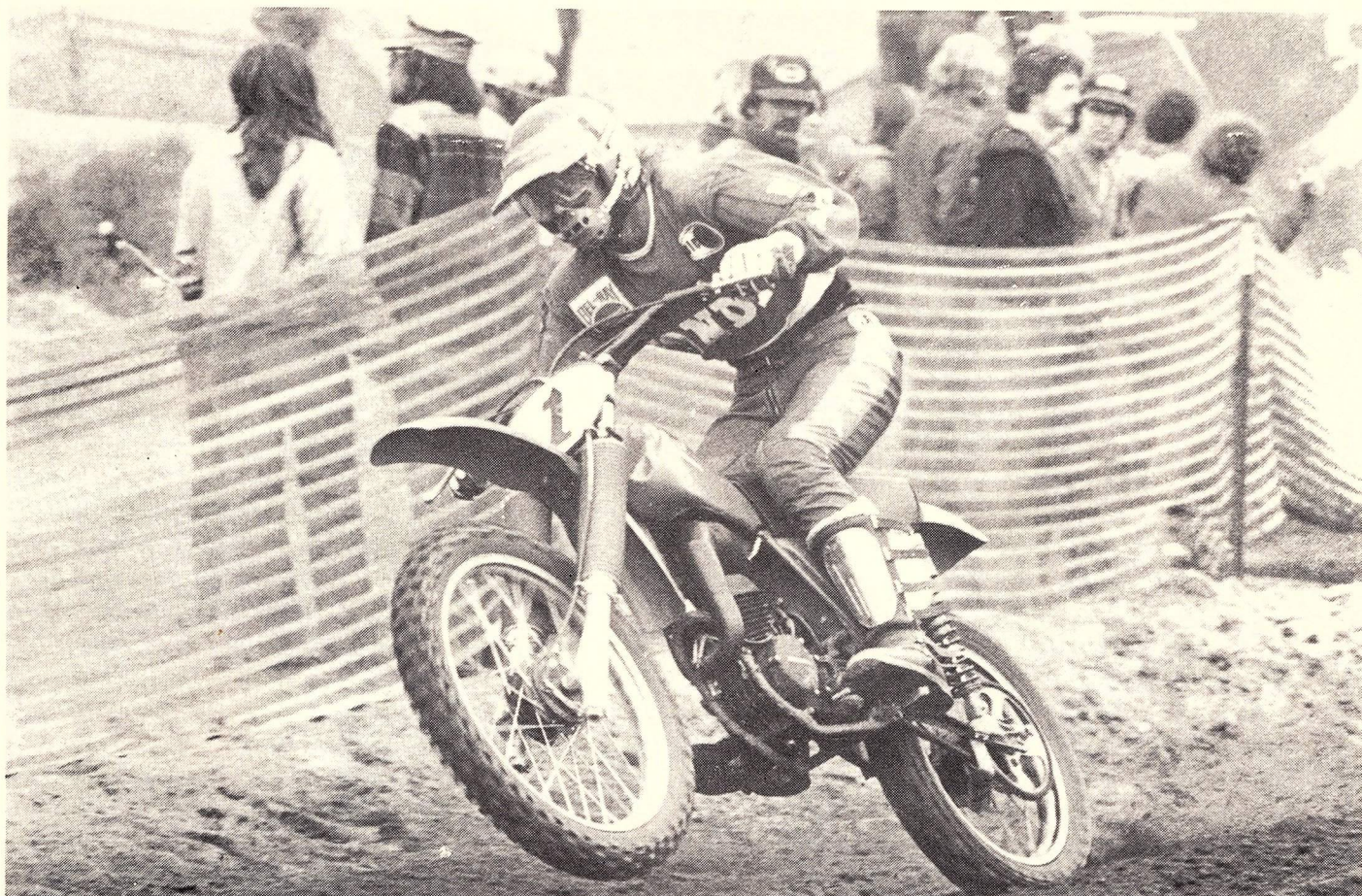
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DIRT BIKE

AUGUST 1976 VOLUME SIX NUMBER EIGHT

SHOOTOUT

- 50 125cc STREET/TRAILERS: HONDA, KAWASAKI, SUZUKI, YAMAHA

What do you say after you've said, "Oh, fudge!"?

TESTS

- 24 SUZUKI RM125A

Yellow, yes. Mellow, no.

- 59 OSSA 350 MAR

Mick may be gone, but the thrill lives on.

COMPETITION

- 31 MINI BIKE NATIONALS

Old age and experience win out, relatively speaking.

- 38 ALABAMA TWO DAY

Burleson gets another overall, while Uhl wins the Silver Wrench.

- 44 MINT 400

If you raced a car, there was no gamble in Vegas this time around.

- 72 THE CURLY FERN

Even a fern can't thrive in the shadows.

- 75 DINOSAUR RUN TT

The dinosaur is a hot-blooded animal with four strokes.

LEARNING EXPERIENCES

- 68 HOW TO RIDE: RUSTY CARS

Our experts show you what every trail rider needs to know.

TECHNICAL

- 34 WHEEL TRUING

Do it yourself.

- 43 COUNTERSHAFT CONDIMENTS

Hold the mayo.

- 66 BASIC SUSPENSION TUNING

Why things go bump on the bike — and how to stop them.

- 70 YAMAHA GEARBOX FIX

Exorcising the false neutrals in the 100, 125 and 175 YZs.

DEPARTMENTS

- 4 EDITORIAL

Mini who?

- 6 CHECKPOINT

Harris freaks in Little America.

- 8 ASK THE EXPERT

Hot tips from the Howard Hughes of Oregon.

- 10 BITS & PIECES

Hot news from the Cleveon Rutledge of Encino.

- 12 HOLE SHOT

Furthermore...

- 14 RIDERS WRITE

Little America freaks back.

- 16 NEW PRODUCTS

And some not so.

- 21 SAGE ADVICE

Desert tips from Larry Roeseler.

- 22 HOT SET-UPS

Tech notes from middle somewhere.

- 98 CRASH & BURN

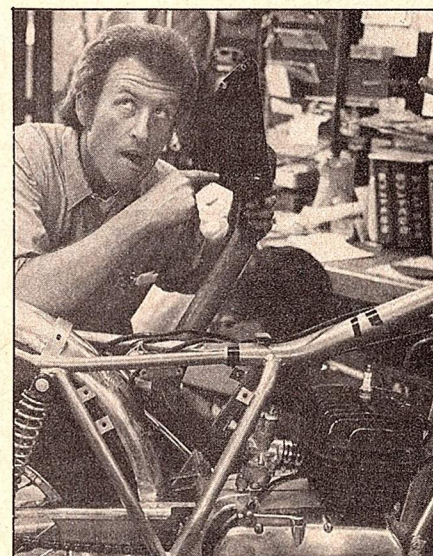
Smoking in the grass.



Duel to the finish? See pg. 50



Why is this man laughing? See pg. 68



Estaban's Ossa? See pg. 59

COVER: Jim Connolly and Suzuki's new RM125A got on so well that it was hard to separate the two. Photo by Mike Kerley.

NEXT ISSUE ON SALE AUGUST 10

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Managing Editor: LEN WEED
Associate Editors:

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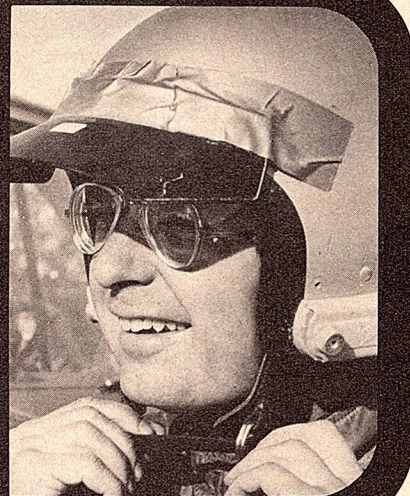
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EDITORIAL by GUNNAR LINDSTROM



Minibike racing — good or bad?

The World Mini Grand Prix is over for '76. It was a big event. (See story elsewhere in this issue.) Over one thousand kids rode their minis, which means that probably close to two thousand parents were there with checkbook in hand. Of course, we all realize that only a fraction of these kids are self-supporting racers and pay even the smallest part of their expenses. The question is, is this good for the kids, or for their parents and their relationship? Kids under 15 are still growing; their bodies are still weak — especially the spine, which has to take such a beating in motocross. Tough competition means both mental and physical stress, not only for the competitor but also for the parents, who are standing at trackside, expecting great things from their youngsters. Winning becomes sometimes more important to them than it does to the kid, after the big investment they have made in bikes, parts and equipment — not to

mention travel. Yet there can be only one winner in each race. I have the feeling that many times the child is in it to make up for something that the father was never capable of doing when he was a youngster. But this is not a new observation. It happens all the time in little leagues all across America. Except that the kids are basically only under mental strain there and don't stand the risk of getting hurt.

There are many positive sides of the picture, of course. If you give a kid something to do, something that will keep him busy and keep him (or her) off the streets, whether it's baseball, soccer, football or minibike riding, you'll have a happier, more fulfilled child who won't need other means for showing off or releasing pressure. Kids in trouble with drugs and crime are, to a very large extent, those who don't have any interests or hobbies other than just hangin' around. Few other sports give the parents and the kids a chance to do something together that they both

DIRT TO COME

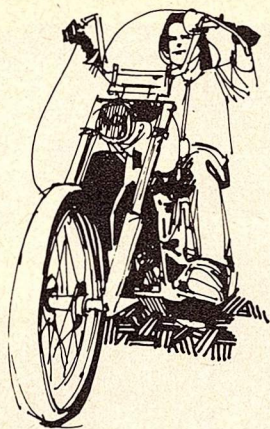
Watch out, America, lots of foreigners in the next issue. To wit:

- The Bultaco 370 Pursang.
- The Montesa 348 Cota.
- The Scottish Six Day Trial.

But don't worry, there're a few All-American bits too.

- The San Jose Mile.
- Strung out and odd in Lake Whitney, Texas.
- Land closures in California.

All this, and much, much more. Of course.



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can enjoy. But from there, to coaching a ten-year-old in the World Mini Grand Prix, is quite a step. (By the way. Someone should put an end to the use of the title "World race" without even having a single foreign rider on the starting line. Why not use the proper name: The National Minicycle Assn. Championships.)

Minibike racing is here to stay. It's neat. It's fun. It gives parents and kids something to do together. It's just too bad that it has taken the form of National Championships with sponsored riders and nationwide travel and all the pressure that comes with that. Little kids just aren't ready for it, and it's very unlikely that any of them will end up as a REAL world champ one day. With only one exception (Joel Robert), all champs to date have been at least 25 years old. That's the time when you reach the state of mind where it can be all put together with earlier mistakes having been worked out. It's my opinion that a rider can only take so many years of international racing before he is burned out, and if you start too early you will get fed up before you have matured to the point where you can put it all together. I have talked to enough of the present and past world motocross champions to know that if you took a poll among them, very few would recommend to a kid that he start to race seriously before the age of 16, when his body and mind have matured a bit.

Many of today's father sponsored kids know practically nothing about bike maintenance — which is a necessity to be a successful racer, or about the cost, patience and hours it takes to keep a bike going in competition. There are many examples of how very successful local racers totally lose their spirit when they get on the road and have no parents there to take care of everything from food checks to the weekly laundry. That's the time when learning to stand on his own legs and assume some responsibility becomes important, because I've seen only a few father and son teams that have worked out in national competition.

So let's keep minibike racing what it is and not try to make the kids into something they're not, with championships, losers and disappointed parents with big investments. They'll have plenty of time to prove their potential later on.

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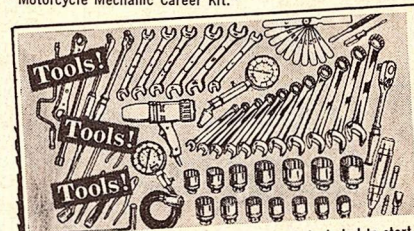
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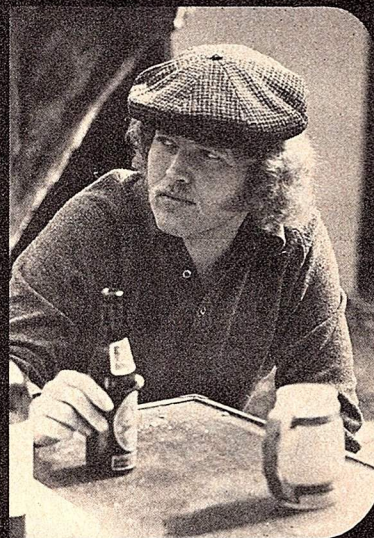
If you're tired of goggles that can't seem to finish the race with you, then it's time you looked closely at a pair of Tony D. goggles. You'll find features that perform from start to finish. A scratch resistant, replaceable lens. Adjustable air vents so you can control the amount of air flow. A contoured, adjustable headband designed to fit over the helmet. And, as an added bonus you get a pack of 3 tear-off shields and a cleaning cloth that's treated with a defogging solution. The tear-offs are really tricky. They snap right to the goggles just like that. And, pre-tabbed, so they're easy to grab during the heat of the race. If you think about what you got for what you paid for your last pair of goggles, it's probably time for Tony D's --- at just \$11.95.



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CHECKPOINT

by
Mike Kerley



Craziness. Or why I ate the farmer's breakfast special.

Hunter Thompson is right, the craziness is everywhere. Even Harris could tell you that.

We were sitting, Harris and I, in a typical Interstate coffee shop. The coffee came in plastic cups. The eggs had come on plastic plates. The margarine, jam, everything came in little sealed/throwaway plastic containers. In a moment of absent-mindedness I chewed on one. It tasted better than the eggs.

Despite my resolve to avoid these kind of places, we had walked in and ordered our surrogate bacon and eggs, paid our \$2.09 for the "Farmer's Breakfast Special," and we now understood why farmers are a dying breed. But we had no choice. After the gas station incident, Harris was too shook to drive. While I, having already driven all night, was too tired. So we had to stop. And since Harris refuses to even go near a bar with me anymore, the coffee shop and the Farmer's Breakfast Special were it. I have a friend who maintains that the people who make C Rations for the army could make a fortune by packaging ration kits for travelers who're in too much of a hurry to get off the Interstate and look for real food. Instead of subjecting themselves to one of a myriad of Farmer's Breakfast Specials, they'd simply crack open a can as they drove. Sure, it might be ten years old, but 1966 was a good year for corned beef hash.

None of which had anything to do with Harris' shakes.

We were coming back from a National in the midwest, driving Interstate 80 foot to the floor in a vain effort to make up for the two days we had somehow lost after the race. It would be a hard thing to explain back at the office, but Harris, who had never set his hotshoe outside the California state limits before this trip, had to be shown that more than corn grows in Kansas. And we were lucky enough to find a couple of local guides.

So at eight-thirty in the morning, after having driven all night through the Rockies, we found ourselves in Little America, Wyoming, world famous as the home of the World's Largest Gas Station. One-hundred-and-who-knows-how-many pumps, no waiting. Pump your own, pay your money and get back on the road. Utah's just around the corner. And Harris, bright and chipper, having been asleep ever since North Platte, Nebraska, jumped out of the truck, grabbed the hose, turned on the pump and caused a bright stream of Monolithic Oil Corporation's finest to arc glistening through the clear Wyoming morning, scaring the crap out of everyone who happened to be looking in his direction. We later figured out that someone had booby-trapped the pump by locking it on full flow, so that as soon as it was turned on. . .

Continued on page 95

Mikkola picks Husky 250CR for '76 GP season!

Heikki Mikkola, 1974 500cc World Champion, has signed to ride Husky's new 250CR motocrosser in next year's World Championship competition. This new 250 features a multitude of important but subtle innovations — resulting in more power, better handling, and, most important, increased reliability. All these new features work together to make you a believer — and a winner!



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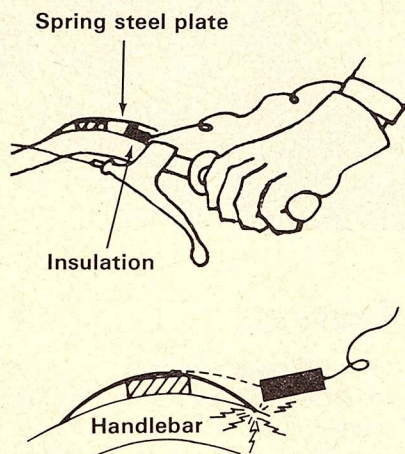
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INVENTIVENESS

I have an idea you might like to get in on. One day while riding my '72 360 Yamaha MX (very dangerous), I fell off (also dangerous). While sitting on the ground my Yamaha was busy locking up. While sitting (lying) there, I decided to cure this problem — engine lock-up while you lie there hurt. Answer — use the same idea speedboat racers use. When thrown off your bike,



Insulator pulled out and steel plate makes contact with the bar to stop bike.

automatically kill the engine. Refer to illustration on how it works. When a rider falls off, the cord (which is attached to the wrist band and insulator) is pulled out and pulls the insulator from under the ground, which contacts the bars and grounds out the engine. I have made this system out of odds and ends and it works. If you would like to go into production of this unit with me, please let me know.

Rick Hermanns
 Cincinnati, Ohio

Your idea is good; however, it has been around quite awhile. Evidently, not enough interest has prompted a manufacturer to start producing them. While I was riding half-mile at Ascot in 1960 and 1961 there were a few riders who made a similar device by attaching a grounding strap to their wrist. There was even some discussion about the AMA making such an automatic kill switch mandatory. A problem could arise if you got into a tank-slapper which you may be able to straighten out, but it jerks the bars out of your hand. This device would kill the engine and, for sure, your chance of saving it would be ended. I've included your letter for some of the people who may find it of value. In general, I do not use kill buttons. As long as the motorcycle has a rear brake on it, with enough pushing, I can always kill the engine, even if the machine is lying on its side. I hate to tell you how many riders I have known who were leading a race only to get sidelined with a shorted kill button. Different folks for different strokes.

CARRYING A LOAD

I own a 1975 Honda XL350. The owner's manual states "vehicle capacity load 220 pounds (100 kg)." What determines this capacity load, and is there a safe, practical way for me to equip my bike to carry a passenger?

Christopher Yanity
 Watertown, New York

That's a good question. I don't know how they rate vehicle capacity

Continued on page 81

DIRT BIKE PROFILE



MIROSLAV CEZEK

HOME: Czechslovakia

AGE: 33

PROFESSION: Works Mechanic, Czech I.S.D.T. Team

HOBBIES: Sleight-of-hand tricks performed with mechanical parts.

MOST MEMORABLE BOOKS: "Jawa/CZ Factory Manual", and "Maigret And The Enigmatic Lett."

LAST ACCOMPLISHMENT: Switched an entire engine and transmission while standing under a bridge in four feet of water.

QUOTE: "Cheating in I.S.D.T.? How there be cheating in I.S.D.T.?! What is this cheating you talk? Cheating! I.S.D.T.! You think that Czech people cheat at I.S.D.T.? I take this wrench and. . ."

PROFILE: Vociferous, concerned, swings a mean wrench. Resemblance to a medium-sized oak tree stood him in good stead in Massachusetts and the Isle of Man, but could pose problems in the Austrian Alps.

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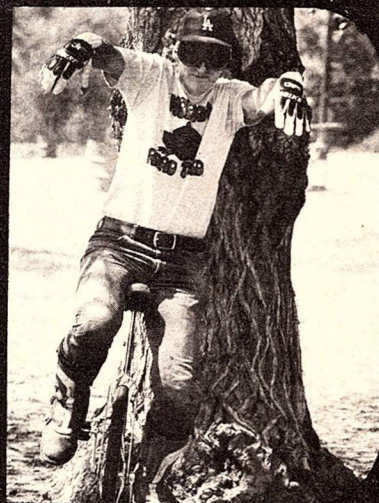
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BITS and PIECES by LEN WEED



The March issue of the *AMA News* carried an article about high school rider education programs in the works in 27 states. Those interested in how things stand in their state can find out by writing: Rider Education, American Motorcycle Association, P.O. Box 141, Westerville, Ohio 43081; (614) 891-2425.

* * * *



Whadda you want? Wheelies or cheesecake. How about both? Zeal and Chondra. Honda calls it a new kick for the kids (or burnt-out polar bear pacifiers). It's the Kick'N Go, retails for \$29.95. Just like it says, the rider kicks and it goes. Updating the basic scooter. Three wheels for stability, and a foot pedal hooked up to the chain-driven rear wheel. And a real brake hand lever that works. Watch for a big shootout: Zeal on his stock skateboard, Erik on his

Swedish prepped tricycle and Chondra on a special Baker Baja prepared Kick'N Go appearing in **FUN AND SANDWICHES** Magazine. Remember, if it has wheels, it feels good.



* * * *

At the annual DIRT BIKE office picnic five invited riders decided to race. Because of their slightly suds'd state of mind, no one wound up riding their own factory bike. This was a great relief to Marland Whaley, since he had his RTL300 along. The other riders and their bikes: Roger DeCoster (Suzuki), Adolf Weil (Maico), Arne Kring (Husky) and Taraos Suzuki (Yamaha). George, who was involved with the potato sack race, was able to hop away long enough to gather up four Preston Petty number plates and one pie plate. Each bike received a racing number, from one to five.

From the following clues, determine who won the race, what bike he was riding and what his racing number was. Also, determine the order of the remaining finishers,

Continued on page 84

DIRT BIKE

NAVY. IT'S NOT JUST A JOB, IT'S AN ADVENTURE.



If you're just looking for a job, you can probably take your pick of thousands. But if you're also looking for adventure, the field suddenly narrows. To the Navy.

In the Navy, a job means more than a good paycheck. It means the opportunity to see places like Italy, Spain, Morocco, Hong Kong, the Philippines and Hawaii. It means working on some of the most advanced technical equipment devised by man. It means doing a job that really counts, with guys who count on you to do it.

The Navy has more than sixty career fields we can train you in. We'll help you continue your education, and you'll earn thirty vacation days with pay, a year. Your Navy recruiter can tell you more. Speak to him or call toll free 800-841-8000. (In Georgia, 800-342-5855.)

Navy. It's not just a job, it's an adventure.

NAVY

Capt. H. C. Atwood, Jr., U. S. Navy Q406
NAVY OPPORTUNITY INFORMATION CENTER
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☐ Call me. (G)

NAME _____
First (Please Print) Last

ADDRESS _____

CITY _____ STATE _____ ZIP _____

BIRTH DATE _____ Last Grade Completed _____

PHONE _____
(Area Code)

DB 8/6

HOLE SHOT

by
ACTION OZ

Lakewood, Colorado, claims to be the third largest city in the state. Whether or not this is true does not make any difference to the tale forthcoming. What it does do is satisfy the editors who want to give you readers as much information as possible.

Well, anyway, being a large suburb (in area and population) outside of Denver means it has a few dirt riders among its normal citizenry.

The first part of this tale is going to sound familiar. No place to legally ride; so, noise, pollution, citizen complaints, riding across lawns, tearing up what few shrubs an arid area has, etc. What to do?!?

Bike dealers in the area had long given up the hope of having an area to ride in within the confines of Lakewood proper.

Hold on, wait a minute — all dealers, that is, with the exception of Lee Reichardt, bike dealer par excellence, and seeker of open land and a place close by for folks of all ages and interests to do their thing. Flattrack, scrambles, TT, motocross, bicycle motocross, enduro and so on.

As the story further unfolds, and as it's told to me, we join the intrepid Mr. Reichardt back in early 1972, when the problem first came up. Biking in the dirt is at its peak, money isn't tight, things look good. The popularity of dirt riding is coming on, and to have a place to ride once the machine is purchased is a sensible solution to the situation. There is land around and within the city limits.

One developer had even offered the use of property he owned for a riding area. The word got around

that those mo-sickle folks were going to have a large area in which to commit all sorts of bad things, and... you know. Well, it got taken to the City Council, and a very large body of taxpayers turned out to beat the proposal down.

End of a good idea? Naturally not. People just had to be properly informed, that's all, which is what Lee set out to do. Through the Lakewood City Council, which was tough to crack at first, he was able to enlist support from several Council members. Once this was done, and hopes were getting high, another area of dissent entered the scene — The Environmental Protection Agency. Their problem was noise, and too many people for a given area. One of the officers, Don Schoenfeld, in the beginning was not altogether for a motorcycle park.

By this time Mayor Richey was beginning to see the plus side of this as a recreational thing for the locals. If they could build tennis courts and swimming pools, why not an area for the two-wheel people?

The mayor had some discussions with Schoenfeld on the subject and, with further informative help from Reichardt, the EPA began to come



The hardcore faithful hung in there through it all.

around. One of the things that would have helped at this point would have been more support from the other cycle dealers. None came forward, and Lee fought on alone.

By this time, a club had loosely formed, comprised of all ages, but mostly young people who had energy and the desire to have a place to ride. The publicity was growing, and word of mouth was in the most part favorable. Attitudes were beginning to change and the City Council members were sensing this.

The local weekly picked up on it and there was a blurb in the *Denver Post*. An in-depth report was asked for by the City Council. The labor fell to Lee again. Becoming repetitious, isn't it!?

Meanwhile, Don Schoenfeld, of the EPA, was committed to the project. He did what he could, along with Reichardt, to prepare the study. Sharon Carr, of the City Council, also contributed. The study was met with overall approval by the Council. There was still some objection, but not enough to defeat the idea. The next problem was money. By now the cycle park was more than just a dream. But all of a sudden it was discovered that there was no money to handle such a project.

The land — all 80 acres of it — was available, but it needed fencing and lights, picnic tables, an easy access road and gravel and... the list kept growing. By this time there were about a hundred kids who were up for it and would gladly help by providing labor to do the job. A remission set in. It was going to take money to buy the needed materials. Never mind that the labor was there and free. This was the point of no return for such officials as Mayor Richey, Don DeDecker, Sharon Carr, Pearl Albertstein and Gary McDonald of the Lakewood Parks and Recreation Dept.

Things began to happen. The city decided it could handle all major work such as fences, graders, shovels, etc. Money all of a sudden became available. "Amazin'!"

Lee laid out the various tracks, making sure the bicycle motocross track was nearest the bedroom community — no noise from them pedal-pushers, don't ya see. The kids and some adults from the club helped stake out the courses. Things were finally moving.

Continued on page 86

DIRT BIKE

Last Year's Model \$ FACTORY NEW, IN THE CRATE CZ 250 ENDURO

699⁰⁰

Complete
Price,
Plus
Freight

FOR
STREET,
TRAIL,
ENDURO,
MX



HERE'S WHAT THE EXPERTS SAY:

Quotes from 1974 Cycle Illustrated's Buyer's Guide: "CZ machines are among the best motocross machines on the market and there are both trail and street models with the same kind of durability." "The machines are super-strong—the machine has to finish the race to win and CZ's do just that." "American motocross riders feel that CZ machines are among the best for one simple reason: they can win on them."

Lower frame for lower center of gravity, better handling, cornering, sliding. Yet ample ground clearance to let you bash across rough stuff. Truly competitive for roughest cross-country event. Fine for city streets, too!

Engine	Single cylinder two stroke Piston Port Induction
Bore & Stroke	70 mm x 64 mm
Horsepower	24 DIN @ 6750 rpm
Cylinder Capacity	246.2 cc
Carburetor	JIKOV 33 mm
Electrical System	Alternator 6 v
Transmission	5 speed positive shift
Frame	Tubular closed
Suspension	Front: Telescopic, long travel, forks Rear: Hydraulic double action shocks
Tires	Front: 300 x 21 Barum Universal Rear: 400 x 18 Barum Universal
Wheel Base	55"
Seat Height	32"
Ground Clearance	8"
Dry Weight	251 lbs/114 kg.
Fuel Tank Capacity	2.8 U.S. Gallons/13 litres

HERE IT IS! YOUR DREAM COME TRUE! A FANTASTIC BUY ON A FACTORY NEW, FACTORY CRATED 250 ENDURO BY JAWA! YOU SAVE MANY HUNDREDS OF DOLLARS!

Jawa is famous for tough, rugged, easy handling machines. They were building top performing motorcycles generations before some of the other popular brands ever thought of making motorcycles! These 250's are last year's models, partially disassembled at the factory for ease of crating and shipping. Shipped in strong, heavy, hardwood crates so they arrive in good condition. Comes with instructions for simple, easy assembly.

IT'S THE FASTEST 250 MADE! Out of the crate, it will do up to 100 mph. Powerful engine... built for Motocross... is tough enough for any Enduro. Comes with 4 sets of sprockets for street, trail, Enduro riding and MX racing. It also includes a set of jets for finely tuning of carburetor to YOUR altitude. Even a complete tool kit is included! Don't worry about parts and service. There are over 600 Jawa dealers in the U.S. Other special features of this remarkable 250 are:

- Alloy rims that reduce the unsprung weight by eliminating dirt and mud buildup.
- Slim profile for squeezing in and out of tight spots.
- Alloy sunburst cylinder head drilled for lightness.
- Efficient exhaust system, quiet enough for street use, yet the power is there.
- Conical magnesium alloy hubs.

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INTER-AM

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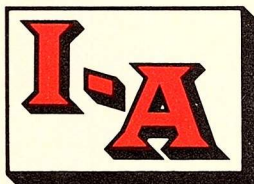
Quality is the reason why Inter-Am is rapidly becoming the largest manufacturer of handlebars in the United States.

Our first step is to check the quality of incoming raw materials. Inter-Am then makes use of sophisticated instruments, independent labs and X-Rays to assure our customers the best quality possible.

Pictured below are some of the instruments used to check and maintain our in-house manufacturing quality control. These include surface plates, veneers, micrometers, vee blocks, height gauges, and angle gauges. Bars are then spot checked by computer analysis of the finished product. By using instruments and inspection systems such as these, we know our customers are receiving the best handlebars money can buy. This is why tens of thousands of quality-conscious riders (including some of the nation's best) have switched to Inter-Am handlebars.

We wish to emphasize that our aluminum handlebars are solid 2024 aircraft aluminum, not tubular aluminum. Our solid aluminum handlebars have proven to be the strongest on the market and have a known dependability factor of 99.95%. This dependability factor by far exceeds that of tubular aluminum. Also, solid aluminum gives the correct amount of flex to reduce rider fatigue, yet assures complete control in all situations.

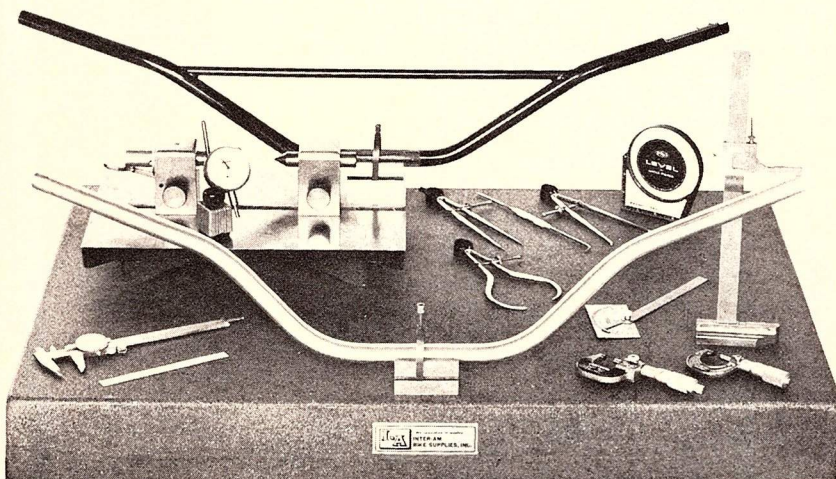
So next time you need handlebars, grab a winner from Inter-Am.



Send 25¢ for catalog and decal

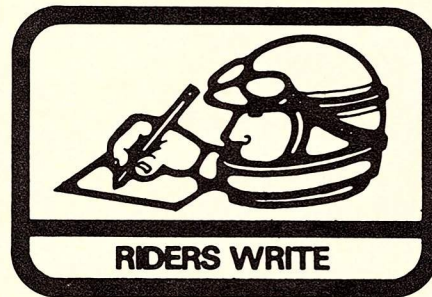
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Solid Aluminum Bars \$18.95 plus \$2.00 postage & handling.

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STICK IT IN YOUR HUSKY

I've just finished your comparison of the 125 Husky and Can-Am. I agree with you on some points, but disagree with you on many. The 125 Can-Ams we've tested at our dealership act completely differently than yours did, but I'm sure you hear this from many readers.

I was a die-hard Husky freak until I crawled on the Can-Am. What power and handling!! Everything on the bike is functional. (And you can smooth out the power of the 125 by putting a TNT rotary valve in it.)

Keep up the good work. Your magazine is very popular way down here in New Orleans.

Vaughn Gay
Slidell, Louisiana

ON TARGET, SIDEWAYS

Your giant donut test in the Jan. '76 issue was superb. This is the first flattrackin' article that tells it like it is. I've been flattrackin' for three and a half years now, and your article is right on target. I feel that you guys have the best magazine in the industry, because you're honest and function on reality. When you test a bike that's junk, you say so — and that's the way it should be, not a bunch of b.s. like all the other mags.

You'll have to excuse me now because I have to go dodge some trains to get in shape for this week's indoor short-track on concrete.

Pat "Crazy" Hayes
Seattle, Washington

WILL PHOEBE WIN?

Who is this Phoebe Zeit-Geist? Why does her name keep cropping up in your magazine?

Troy Millikan
Gainesville, Georgia

Because the blind zen archer doesn't read DIRT BIKE. — ed.

QUESTIONS

I bought your "How To Go Fast" tech manual and read your article on "How To Build A Ten Buck Work

Bench." Thought it was pretty neat until I went to build it. It should be a \$30 work bench. What gives?

Jim Reed
McMurray, Pennsylvania

Why don't you ask the President's Council of Economic Advisors? — ed.

I want to be a bike mechanic. Preston Petty said there is an acute shortage of good wrenches, but my brother says he knows a head mechanic who makes only \$2.50 per hour. He also says that bike mechanics are a dime a dozen. Who's right? I really want to be a bike mechanic, but not if I can't make a decent living at it.

Ed Buehner
Clarksburgh, W. Virginia

Bike mechanics who are a dime a dozen are either only worth \$0.012 per head or they don't know what they're worth. Notice that Preston said "good mechanics." — ed.

HORRENDOUS IN JERSEY

Is the horrendous happening? Is that last bastion of freedom for the East Coast dirt rider under attack? Could the Jersey Pines become "OFF LIMITS"? Sad but true, this may be happening.

A bunch of us trekked down to Chatsworth and had just unloaded when, IT HAPPENED. Along comes this guy in a construction truck and tells us that this is his land and we can't ride there.

Here it comes, friends. Why can't we ride? Too much noise? No. Ruin the environment? No. Hoods ruining the neighborhood? No. Bad breath? No. His insurance company told him not to let us ride there because he could be sued if someone got hurt. Now, I haven't been riding too long, but I have never heard of a dirt rider suing someone whose land he was riding on.

If the Jersey Pines are lost to dirt bikes, a lot of people will be affected. Maybe if the dealers and manufacturers can get together with some interested riders, the Pines can still be saved.

Jeffrey M. Glazer
Morrisville, Pennsylvania

DIRT BIKE sympathizes with your problem, but insurance is a factor these lawyer-ridden days. Out here, Saddleback Park is being sued

because a rider was bitten by a rattlesnake. Figure that one. — ed.

SELF-ABUSE

I would re-subscribe to your magazine if it weren't for your service, which is the s----- I've ever come across. I can't believe you have the gaul (sic) to ask me for another subscription after sending me seven magazines out of the 12 I was supposed to get. So, I'm going to have to tell any friends not to ever subscribe to DIRT BIKE.

Roger
(No address given)

If you had let our subscription department know about your problem, or bothered to include your full name and address, we would have rectified our error. You made that impossible by sending us no information. But tell your friends anything you like. It they're into self-abuse, maybe they'll take your advice. — ed.

WHERE'S THE HOPPED-UP BUNNY?

I recently purchased a very trick '74 125 Elsinore. I was wondering what would be the best fork kit and hop-up kit. Please print my letter or I will start spending my money on Playboy instead of DIRT BIKE.

Stump McLean
Slidell, Louisiana

What do they know about fork kits? — ed.

WHY DIDN'T WE. . . .

It has come to my attention that some, even many, of your readers are not using the front brake. It seems that many claim to be totally ignorant of the knowledge of how to use it. This knowledge can be quickly obtained by disconnecting the rear brake.

Mike "Snake Eyes" Mauldin
Lake City, Florida

SPELLED UPSIDE-DOWN IT'S. . .

I am very interested in the "ASSO" bike on pg. 78 of the May issue of your fine magazine. I can't find a dealer listed in the Yellow Pages. I asked a friend about the Asso and he said he never heard of it either, but that the dealer that sold

Continued on page 18

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76 "BOOK OF TRICKS" (CATALOG) TODAY

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New Aluminum Swing Arm for '76 CR125.
Gets you eight inches of swing arm travel by running the 13.4 Long-Stroke Girling (or other comparable shock). Weighs only 6 lb. Lightweight yet super strong.

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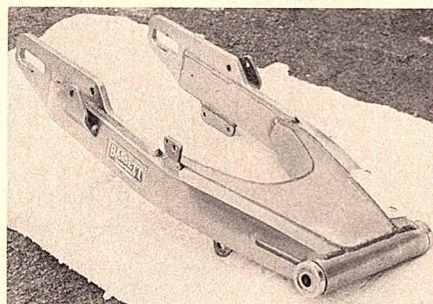
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NEW PRODUCTS

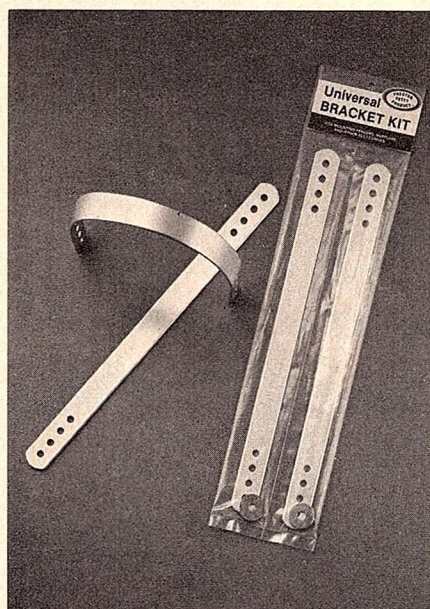
So you've been ordering stuff out of New Products — or just writing for info — and you haven't been mentioning DIRT BIKE. Do you realize how that makes us feel? Like homemade you-know-what. How do you expect all those companies to even know we exist? To know that only DB has a loyal readership? That we're in tune with what's happening? Oh never mind. But you better mention that you saw it here or we'll have Pete Dill draw you through Lake Erie with his Aquavarna.



BONEROO BEAUTIES FROM BASSETT

Bassett Racing has come up with a bunch of tricky race parts for Suzuki's blow-mind MXers. All of their stuff is race-tested by "Radical Rex" Staten. How about a heat-treated blue anodized Magnum aluminum swinging rear fork, complete with titanium shock bolts, that weighs two pounds less than

stock, for \$145. They also have high and low rpm pipes (both meet AMA sound specs) for \$65. Special chrome moly axles will cost you \$14.50, and their tricked-out 38mm Mikuni goes for \$64. Custom blueprinting is available. Bassett Racing Products, 2222 W. Second St., Santa Ana, California 92703.



HERE, USE THIS

Preston Unbreakable has come up with another hot one. It'll save you half a day of running around in a huge metal supply warehouse looking for the perfect bracket material. They come ready to cut, bend or twist to any shape you need. It's a special, malleable alloy that can be easily formed by hand. Then, it can be heat-treated in the home oven at 375 degrees for one to two hours to produce a custom-made, strong and rigid bracket. They come pre-holed and clear anodized for oxidation protection. Hot diggity! Comes with two SAE grade bolts with aircraft-type self-locking nuts plus large fender-type washers for each. Right around \$3.95. Look in your local friendly or contact Preston Petty Products, Inc., P.O. Box 89, 403 North Main St., Newberg, Oregon 97132; (503) 538-9457.



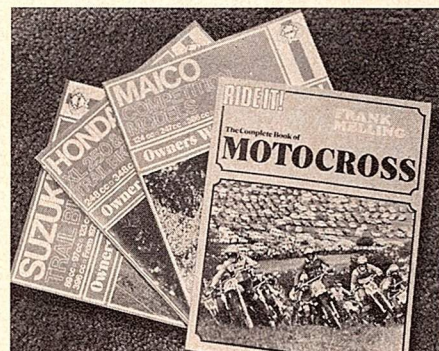
A GRIPPING STORY

Since the rider is only attached to his bike in a couple of spots, grips *are* important. Most grips don't conform to the shape of your hands.

Preston Petty grips do.

There are two Petty grips, now that they've added the Works GP Grips. The GP model is designed for smaller hands and shorter J-model throttles and is made of extra-soft rubber that will reduce hand and arm fatigue while increasing control. And, they'll only cost you about four bucks.

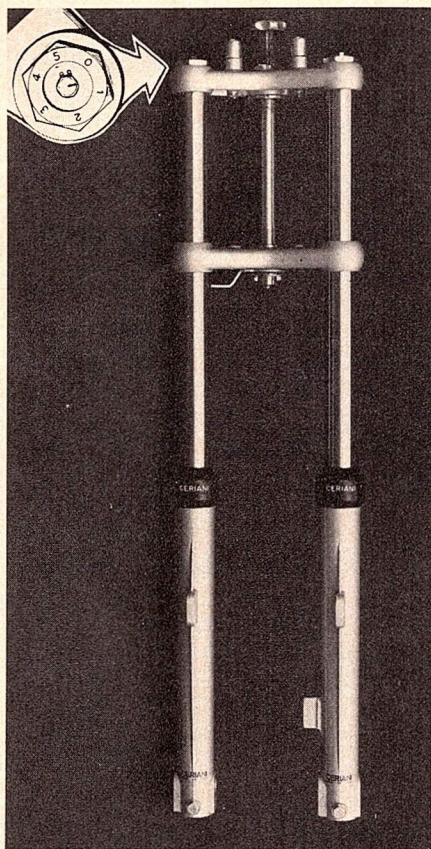
Check them out at your local P.P.P. dealer, or for more info write Preston Petty Products, 403 North Main St., Newberg, Oregon 97132.



IN THE QUEEN'S ENGLISH

Looking for lotsa words and photos on your bike, or maybe just motocross or trials stuff? We've recently come across some truly fine books and owner's workshop manuals that can be extremely helpful when it comes time to work on your scoot. The books on motocross and trials include a brief and nostalgic look at the history of the sports, as well as tips on bike and body preparation, and continue right on down to building trailers and selecting good used trucks and bikes. The workshop manuals contain hundreds of step-by-step procedures for complete teardown and rebuilding of anything on the bike, with close-up photos of all the stuff. Really zippy. Manuals are available for Bultacos, CZ 125 and 175 road and trail bikes, Honda MT

and CR125 and 250 two-strokes, Husqvarnas, Maicos, Suzuki trail bikes, and Yamaha 100, 125 and 175 trail bikes from '68 on. Besides that, there's a whole bunch more for street (ech!) bikes. All the books are printed in England by Haynes Publications and are at times amusing. Price is a mere \$6.50. Check them out; order from your dealer or contact Haynes Publications, Inc., 9421 Winnetka Ave., Chatsworth, California 91311; (213) 886-1228.



NEW SPAGHETTI FORK

Now available in a series of forks with easily adjustable dampening rates is this midweight MX and Enduro model from Ceriani. Designed for machines between 200 and 360cc, weight is down to 18-3/4 pounds and they are claimed to have 7-7/8 inches of travel. Six hydraulic dampening settings are provided, from "O" (minimum) to "5" (maximum). Instant adjustment is made with a 10mm wrench. There's also supposed to be a heavyweight MX/Desert model available. The HR series of adjustable forks will set you back about \$185, complete with steering-stem/damper assembly. For the whole scoop, contact Accessory Distributors, Inc., 175 Fair St., Palisades Park, New Jersey 07650; (201) 947-8200.



JT FIVE-SNAP MUD-O-CROSS VISOR

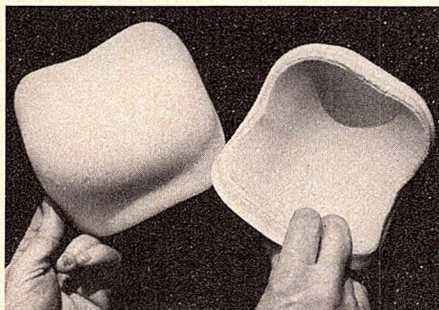
There hasn't been much attention paid to helmet visors since the time when it was "in" to hang mirrors on them.

Now people are drilling holes in them and venting them for speeds in excess of 95 mph.

JT is offering their contribution. A visor that is trick in a couple of ways. First, on the visor itself, there are five snaps instead of the usual three. Hopefully it won't shift so there will be no need for duct tape or glue.

And then there is their extension. It is clear so it gives the advantages of a longer visor but, you guessed it, you can see through it. Both pieces of this visor for a paltry \$6.95.

If you can't find it at your local dealer, write JT Racing Imports, Box 10, Bonita, California 92002; (714) 479-9696.



KANGAROO CAPS FOR YOUR KNEES

These novel polyethylene knee covers are manufactured from the same materials used in many leading helmets. So now you won't have to wear helmets strapped to your knees anymore. Don't think we haven't seen you. Two luscious layers of heat-laminated plastic are fused together to provide a double cushion effect. The harder outer layer is

composed of a nine-pound polyethylene that absorbs the initial impact, shock and abrasion. Final protection for the delicate patella (mine sure are) is provided by a soft, tight-cell, cross-linked-type L200 polyethylene which helps absorb the remainder of the impact. They fit any leathers with a knee cup provision built in. These look hot. We've squeezed 'em with our very own phalanges. Only \$3.95 from Jacobs Motorcycle Accessories, Box 1510, Burbank, California 91507.



RIVETLESS INTEGRAL EXTENSION MODEL

DG has trick polypropylene fenders like the Yamaha model in the photo as well as replacements for Husky, CZ, Kawasaki and Suzuki. All are unbreakably guaranteed and go for \$8.95 apiece. Get 'em from DG Performance, 5552 E. La Palma Ave., Anaheim, California 92807; (714) 996-4430.



MXL SCRATCH-RESISTANT SNAPPERS

National Hydron says that their new MXL treatment renders their lens up to 17 times more scratch-resistant than untreated lenses. The model 600 goggle incorporates an air scoop frame design with anti-glare dust filters for improved ventilation. On top of that, the frame is a wide-angle design to fit over most glasses, and is backed with cloth-covered foam to provide wearer comfort. Complete with super-wide strap and MXL-treated GE Lexan lens for about \$10.95. Look for 'em. ●

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- High & Low Exhaust Pipes
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GRAN PRIX

**The G.P. Grip
You'll want to hold onto**

Close your hand and pretend you're hanging on the bars of your bike.

Now look at your hand. The inside isn't round. The joints of your fingers and your thumb almost form a hexagon. Turn your hand over and look at the palm. It's not flat. Yet some people ride with grips that are perfectly round — and the same diameter all the way across.

Our "new rider engineered" PRESTON PETTY Works GP GRIP is designed with both the human hand and rider in mind.

On the leading edge there are two flats of a hexagon where your fingers fit.



The back is rounded and ribbed to fit against your palm.

And the middle of the Works GP GRIP bulges to fill your hand.

With these features, you'll be able to hold on longer with less strain. Should you be unfortunate enough to dump it in the mud, the ribs will keep your hands from sliding off the grips. We even sealed the ends to keep the muck from getting into your throttle.

Like all PRESTON PETTY PRODUCTS, the Works GP GRIP is developed by and for racers.



For more information, write
Dept. DB-6.
PRESTON PETTY PRODUCTS, INC.
403 North Main Street
Newberg, Oregon 97132

RIDERS WRITE

Continued from page 15

him his new bike was an asso.

I don't understand. Will you please tell me where I can find an Asso?

Jim Walker
Bend, Oregon

Sure. He's the guy at the lithographer's who set up the color pages for our May issue. — ed.

SELF HELP IN SANTA BARBARA

As members of the Santa Barbara County (California) Citizens' Off-Road Advisory Committee, we have been meeting throughout this past year to establish places where we can ride legally. Good progress seemed to be made, up to a point. Then progress stalled.

We need to contact *all* cycle riders in this county in order to develop a "telephone tree" for communication and political pressure. Please ask your readers to contact Bob Weirick (805) 687-4454, or drop a card to 628 Calle Rinconada, Santa Barbara, California 93105, so that we can call you.

Bob Weirick
M.O.R.E. Representative
Santa Barbara, California

JELLY SIDE

Just read your May *Checkpoint* — right on!

John Amidon
Columbus, Ohio

PEN PALS

I was wondering if you could put me in contact with an American who is interested in motocross and bicycle motocross who would be willing to write to me as a pen pal? I am 14, and race monthly with the Kent Schoolboy Scrambles Club. I ride a Kawasaki KX125.

Jeff St. Clair
5, Park Drive
Romford, Essex, England

MINI FRANCO

Did you know that since the Super Steelers won the football Super Bowl, some scientist figured out that Franco Harris pumps 3.3 hp? Don't laugh. That's a lot for a human.

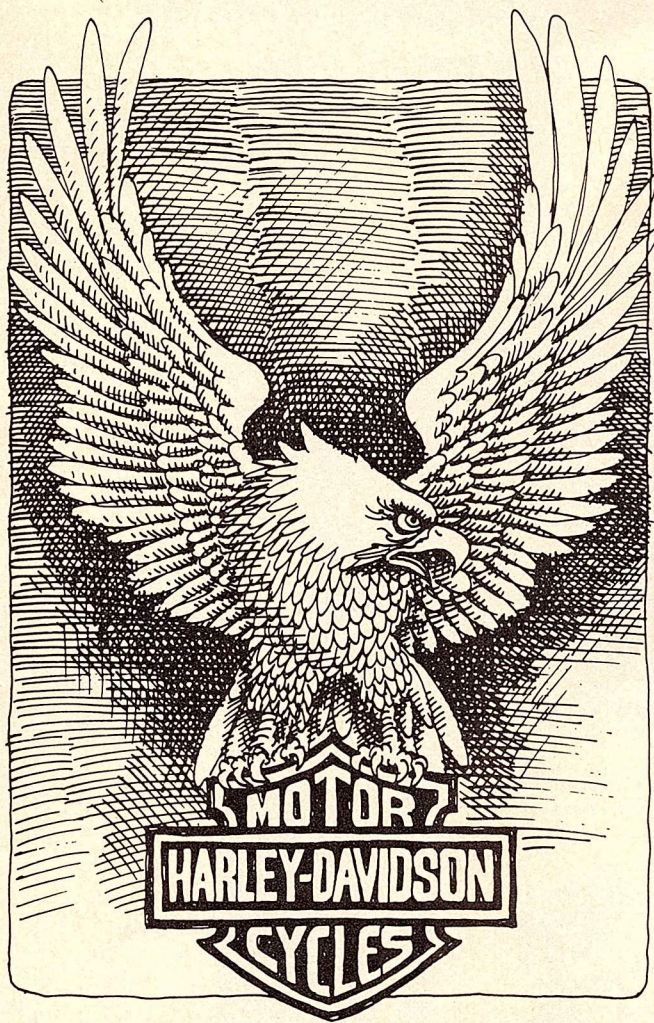
Chuck Mason
Franklin, Pennsylvania

Can he wheelie? — ed.

Continued on page 89

WE DON'T WANT OTHER PEOPLE'S PARTS IN OUR MOTORCYCLES.

(A Less Than Tolerant Viewpoint From Harley-Davidson.)



This should be a polite message that attempts to persuade you to use only genuine Harley-Davidson parts.

We don't feel all that polite about the subject, however.

Our engineers and designers, quite frankly, lack tolerance. They seem to take great joy in constantly reminding us that

Harley-Davidson motorcycles are expected to be classics.

Naturally, with that kind of pressure from within, we've become somewhat exacting and inflexible.

For example, the piston to cylinder wall fit on a Harley-Davidson FX-1200 motorcycle is between .001 and .002 of an inch. That's $\frac{1}{3}$ the thickness of a human hair!

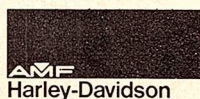
So you can see why we come unglued when instead of seeing your authorized Harley-Davidson dealer and using only genuine Harley-Davidson replacement parts, you put in somebody else's heads, valves, pistons, cables, and even oil and oil filters.

Worse yet, when you don't use our parts, you don't use the one guy out there who we trust to be just as tenacious as we are—your Harley-Davidson dealer.

To you it's no big deal. To our guys, you're violating a basic law of physics.



The Whole Equals the Sum of its Parts.



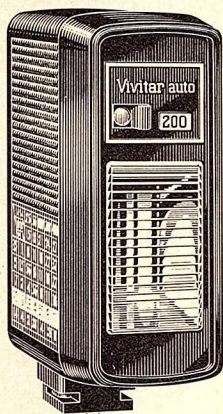
THE 35MM BUY OF THE YEAR

Now—get into exciting 35mm SLR photography—with the complete Vivitar System 35 at a special price.

If you're ready for your first 35mm camera, there is no better way to get high quality at a reasonable price. Because Vivitar has created a complete 35mm system—a single package that has everything you need to take sharp, crisp, beautiful pictures. A 35mm SLR camera with 50mm f1.8 lens, 135mm telephoto lens, 2X tele converter, automatic electronic flash, and Enduro carrying case. A tremendous value.

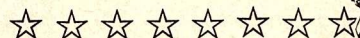


FREE with purchase
This \$24.95*
automatic flash



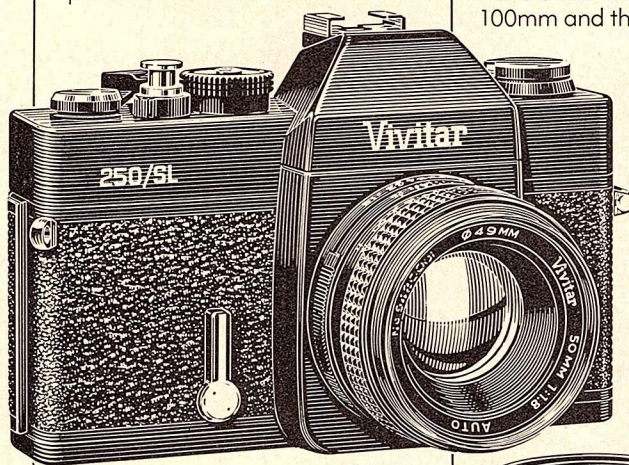
For a limited time, you get the Vivitar 200 Automatic Electronic flash free when you buy the System 35 outfit at participating dealers. This popular flash delivers perfect exposures from 2 to 10 feet, automatically. Takes the mumbo-jumbo out of flash photography.

*Mfr. suggested list price.
Actual price varies by dealer.
Limited time offer.



**Special savings on other
System 35 outfits
are also available at
participating dealers.**

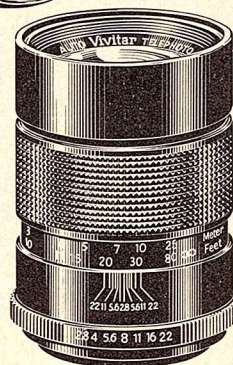
The Vivitar 250/SL 35mm camera with accurate through-the-lens metering, a sharp, fast Vivitar 50mm f1.8 lens, world famous Copal square shutter and a sleek professional black finish.



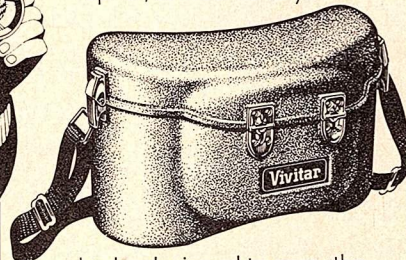
The Vivitar 2X tele converter transforms the 50mm lens into 100mm and the 135mm into a fabulous 270mm. Gives you full-frame close-ups and lets you reach out for dramatic shots when you can't get close to the subject.



An automatic Vivitar 135mm f2.8 lens for portraits, sports and any photography where you want that larger image.



Tough, special Enduro case made for the action photographer, contoured to your



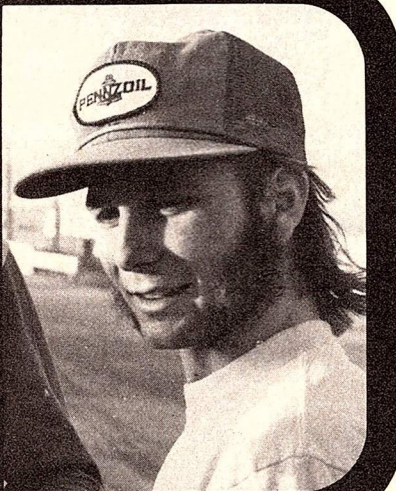
body; designed to carry the whole system conveniently.



Vivitar® SYSTEM 35

SAGE ADVICE

by
Larry Roeseler



With the Mint 400 coming up, we decided it would be appropriate to get with one of the riders favored to win, Larry Roeseler, and find out exactly what it takes to become one of the best desert racers. We asked Larry about getting into desert racing, in general, and then about his specific preparation for the Mint. — Ed.

Desert racing is like any form of racing, it takes practice and dedication to get better. Practice means riding; I've been riding since I was five years old, and still find it is the only real way of getting faster. Dedication means considering other aspects which are just as important, like keeping yourself in shape physically and taking the time to get to know your bike.

We'll take practice first. A young rider, say, between ten and 15 years old, of average height, weight and strength, would probably do best to start out on a 125cc bike. Riding a small bike teaches the importance of shifting at the right time, it makes you learn how to pass slower riders on faster, bigger bikes, and it has less h.p. so you end up knowing how to choose, by necessity, the smoother (and faster) lines.

An older beginning rider, who is already strong enough physically to handle a bigger bike, may want to start out with more displacement. There is nothing wrong with this, an older and heavier guy on a 125 may enjoy more power. But if you're seriously considering racing you'll just have to do some more thinking about what you're doing. Remember, a 250 or 400 has a lot of power, and it is easy to lose control.

About where to ride. Definitely the desert, that's the only way you're going to learn to read the terrain. But I find that riding motocross occasionally helps in a couple of ways — mainly in aggressiveness. When you're only going ten laps, you have to make every second of that race count. Desert riders often forget this. Every second you're hanging back waiting to pass a slower rider, some fast guy up ahead is steadily pulling away. You have to race every foot of the way. Also, motocross helps in concentration. I've never had a real problem losing my concentration, but I know of guys complaining that they begin daydreaming or something during a long race. You just have to do your thinking before the race. Keep riding as fast as safe, even when there is no one right ahead that you're trying to pass.

To change the subject a little, being a racer means more than just riding a lot. You have to prepare your body. Keeping in shape is really basic. I run two miles, three times a week. Not for time, just fast enough so that I'm really tired. And basic exercises at least three times a week — sit-ups, push-ups, one-arm curls with weights; and I work my forearms and hands with either a rubber ball or a spring squeezer.

You also have to watch your diet. As long as it is well-rounded you're OK. I eat a lot, but of course that differs for everyone (I hold the french toast record, y'know, 16 pieces). But mainly just the four basic food group type of thing. And, of course, my night life isn't exactly wild.

Getting to know your bike is easily as important as getting yourself ready for a race. There are two types of riders: those who work on the bike before a race and those who work on it during. Careful attention to details and the basics is absolutely the most important. Always check your spokes, motor mounts, steering head bearings, swingarm bolt, chain, all these things every week. And as you ride more you'll get to know special problems that are peculiar to your bike. My Husky has just a couple of little things that I have to watch. The spark plug wire *must* be tied away from the pipe with a nylon tie-wrap. First time I forgot that, sure enough, the plug wire shorted out. Also, the brake return spring is weak, so I use a kickstand spring — much stronger and less likely to break. Every bike has its little problems and you have to get to know them. Then don't forget to keep on top of them. Replace little items *before* they break.

I'm confident when I go into a race that my bike isn't going to break, or, if it does, that it would be something unpredictable. So I only carry a spark plug wrench and a couple of master links during a race.

FOR THE MINT ITSELF

For the Mint itself I am really only intensifying what I normally do. I am keeping up my workouts. I have already ridden my section of the course for two weekends, and I will two more times in the week before the race. I will ride a 360 rather than my normal 250, so I will take some time to get used to that.

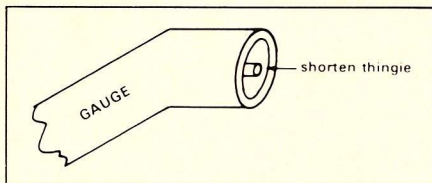
Plenty of rest is always important, but I will make sure of myself the week before the race. Two nights before the race is always more important than the night before. If you're rested up, losing some sleep the night before because of excitement won't matter.

Dean Goldsmith has spent a lot of time on the Husky, and we are concentrating on the details. We have safety wired the spokes so they won't flop around if they break, and we are using heavy-duty Buchanan spokes. For the wheels we are using Akronts, DS-2 Goodyear tires and heavy-duty inner tubes. Duct tape instead of the rim strap is always a good idea. Once the wheel is trued he ground down any spokes that were sticking up too far from the

Continued on page 93

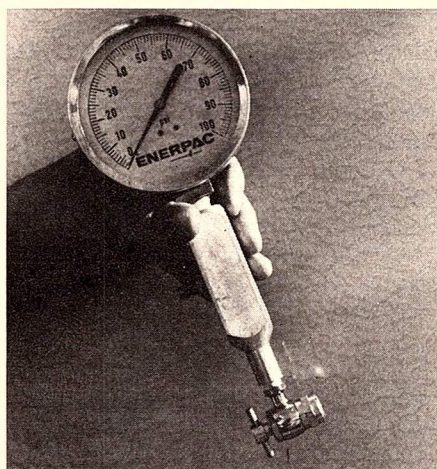
HOT SET-UPS

You folks are going to have to shape up your act. How long did you expect us to give away five dollars in trade for a few words of advice scrawled on a scrap of paper? Now you're going to have to work for it. Now we expect a picture-perfect photograph illustrating your blow-mind idea. Maybe then you'll think whether or not it's a worthwhile idea. Maybe then we won't have to wade through all those demented ramblings. Get it together. Bust out your Instamatic, load it up with black and white, and be creative. If you do something trick that we don't, tell us. You'll be doing your part to help all your fellow riders, making five big ones, and best of all, you'll be famous.



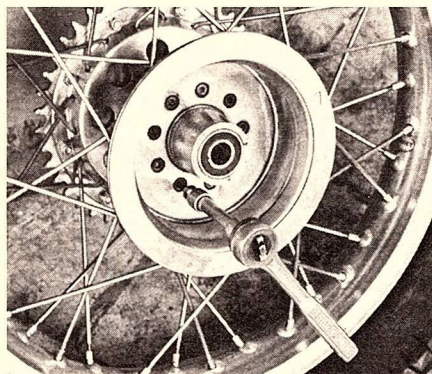
OR YOU COULD. . .

If you don't want to spend the bucks for the super gauge, you can modify yours so that it does a more efficient job. All you have to do is grind or file down the little thingie that presses on your air valve so that it barely lets enough pressure by to move the gauge when you push it all the way on. The less time the valve is open, the less air escapes. Got it?



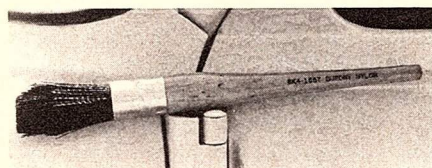
AIR PRESSURE PERFECTION

If you've spent any time at all fiddling with your air suspension, surely you know that it's at least a little frustrating trying to get exactly the pressure you want in two separate chambers because of the amount of air lost just fitting and removing the pressure gauge. That's all over now, if you don't mind paying for it. This is the trick new prototype gauge from Yamaha we used to set the pressure on our air forker. Your pump hose attaches to the side and the end is fastened to your forks, shocks, or whatever. By twisting the little widget, you open, or depress, the valve letting the air in and activating the gauge. When you reach the desired pressure, all you do is back off the widget, closing the valve without letting any pressure escape. If you get too much, you can bleed it off through the side valve. Now that's hot. The one you can buy should look similar to this prototype and should sell for around \$30.



TWISTRICKERY

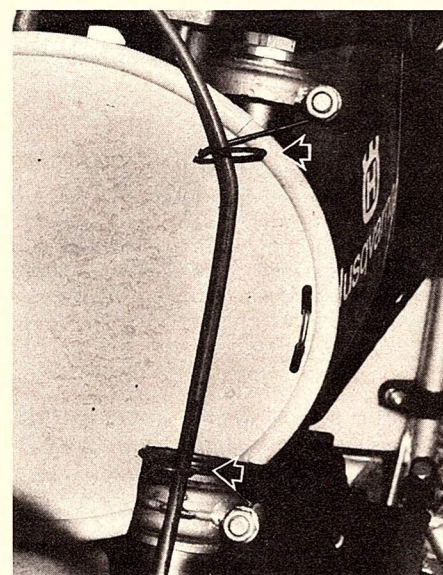
If you ride a Spanish bike with a name that starts with a B, surely you recognize exactly what's going on in the photo. It's a quick and easy way to tighten those deeply buried socket headed cap screws in your rear hub. Stop by a good hardware store or Sears and pick up the correct Allen head driving socket. It's metric, you know.



AN ABSOLUTE MUST

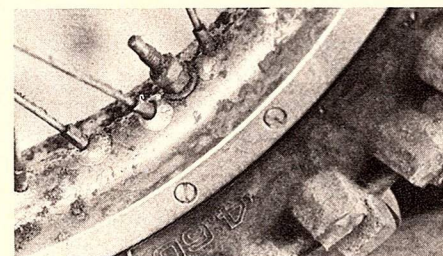
If you don't have one of these brushes, you don't know how much easier your clean-up between motos can be. Its stiff nylon bristles dig down deep between your fins, up between the coils of your mono-shock spring, behind the spring on your brake pedal, even between the

rollers on your chain. For a little more stiffness, like for taking the glop off your rims, wrap your hand around the bristles halfway down — or you could also use a tie-wrap. Cleans cases and everything without scratching the metal. If you're really into digging, you can grind down the handle a little for heavy-duty gouging.



BODY CAST PREVENTION

We figured that it was about time to remind you how dangerous your brake cable can be if it hangs up on your number plate, fork pinch bolts (see photo), or handlebar clamps. We fixed this Husky with a bit of wire stolen from a nearby fence. Run an eyeball over your bike, you may be surprised.



SUPERIOR TIRE SECURITY

Tom Morris came up with this slick setup on his purified Penton. Looks pretty secure to us. The new Bultacos have this same setup. Maybe they copied Tom's idea. You know how those crafty Spaniards are.



CITY BOY. Paul spotted him first, just a bouncin' along, an' a grinnin' away like he know'd somethin' everybody else didn't. When he finally got to where we were a settin', Paul winked at me an' ask him real straight-faced, "You lost, city boy?"

"Not necessarily," he smiled.

Bobby ask him what it was that he was ridin', an' city boy said it was a Kawasaki. "A whut?" Bobby said. "A Kawasaki, KE175," city boy told him, real proud. Said it had some kinda new-fangled engine, an' a five-speed transmission, an' all kinds'a other fancy stuff. Said he could ride it just about anywhere he pleased, too...on the road or off — didn't make no difference. Bobby said, "I'll take my palomino any day, he don't get lost." "That's right," Paul said, "horses got brains. Know where they're goin', even if you don't."

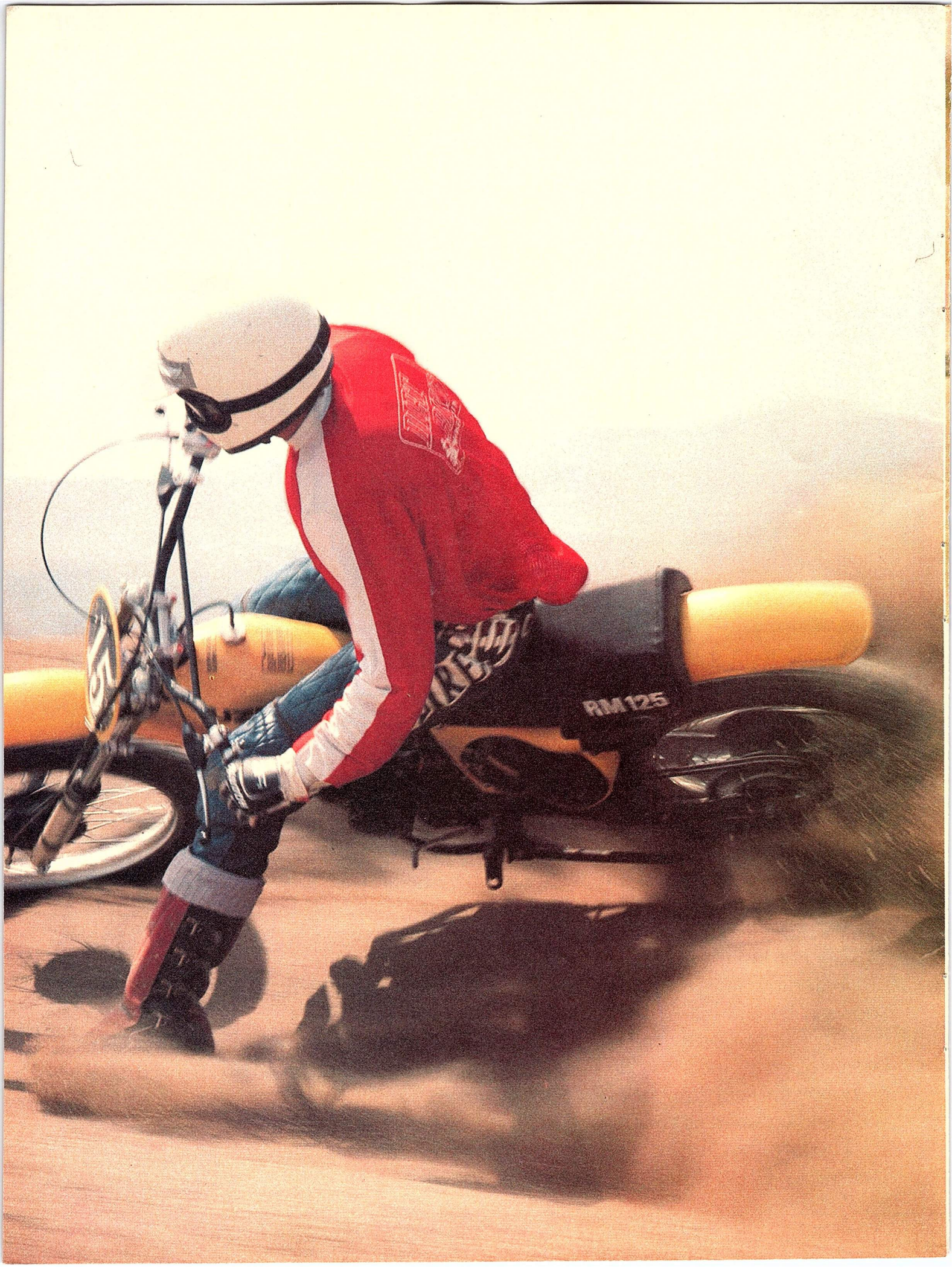
City boy just grinned an' said, "Which way's town?"

Well, right away Paul starts ta' pointin' up the road, toward the bunkhouse. An' no sooner'n he had his finger stuck out, an' Bobby was a pointin' up t'other way.

City boy just eyed 'em both for a minute, an' then, with that same grin on his face, he started up his motor-sickle. First kick. Then he pulled out a map an' handed it over ta' Bobby an' said straight-out, "Stick it where your brains are, cowboy...and maybe you'll end up smart as your horse," An' off he rode.

Thought Paul and Bobby's faces were gonna turn redder'n their necks. Good thing that machine didn't stall.

Kawasaki
lets the good times roll.



GOOD GETS BETTER

It's new, it's different, it's one year faster.

SUZUKI RM125A

by the Staff of DIRT BIKE

Only last spring the potent Suzuki RM series was unleashed with the introduction of the RM125M. It was a well thought out, good handling, fast and reliable race-ready package. Definitely the hottest 125cc motocrosser available at that time. Now,

less than a year later, a new RM125 has emerged: a completely redesigned motorcycle reborn as the RM125A. The changes are not just cutting and welding, along with some new parts, as were those on the first RM (which was basically a

much-modified TS model street/trailer). The RM125A is practically a whole new bike. The only components utilized from last year's model are the wheels, hubs and fork assembly.

The new A model is basically a



scaled-down version of the larger RMs, with their proven reed intake system and a gracefully tapering, through the frame up-pipe which enabled the center of gravity to be lowered slightly, while still allowing enough clearance for the long travel suspension.

WHAT'S NEW, WHAT'S BETTER AND WHY

The addition of a sixth gear and the power reed necessitated the design of an entirely new engine. About the only resemblance to last year's 125 is the 56mm by 50mm bore and stroke configuration.

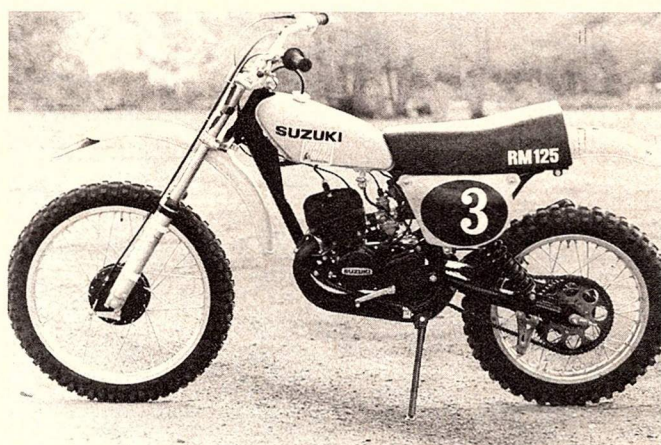
The purpose behind the power reed is to feed the mixture into the crankcase at high rpm. Inlet port timing is slightly mild, in order to

gasket is now used to improve heat transfer to the head, ensure a better seal, and provide a better centering of the squash dome. Compression ratio is up slightly, from 7.4:1 to 7.6:1.

As in the larger RMs, two small holes are drilled through the exhaust side of the piston, allowing the mixture through to cool and lubricate the exhaust port rib. To beef up the top end still further, the piston pin hole has been increased from 14mm to 16mm to allow for larger needle bearings. A little higher up, the two Keystone rings have been reduced from 1.5mm to 1.2mm, reducing weight and sliding friction against the cylinder walls. Hanging off the back of the intake manifold is a 32mm Mikuni that

the old pin actuated shift drum to the gear actuated design found in the larger RMs. To finish off the engine changes, Suzuki added an extra gear (a total of six) and a couple of extra clutch plates to give more area and added durability.

On to the chassis. The old standard carbon steel frame tubes have been replaced by racy chrome moly stuff. Formed sections of high-tensile strength steel plate now make up a very rigid swingarm. Keeping track of that beefed-up swingarm is a new set of nitrogen gas/oil Kayaba shocks with 40mm diameter bodies (compared to 30mm on the 125M). The idea here, of course, is to minimize dampening loss due to heat. In addition, five air slots are molded into the side



Check it out. Shock body diameter is up from 30mm to 40mm to increase oil capacity; there are breather holes in the side to aid shock cooling; rear axle travel is up 12mm, making it 212mm; the engine is all-new, with an extra gear (sixth) and a power reed; horsepower is up to 24.1; there's an up-pipe now; the tank is lightweight aluminum; new fenders; new tires; new air box and filter; new swingarm and chain guide; and a chrome moly frame. Quite a difference between this and. . .

. . . last year's.

produce a greater torque output in the low to mid-range area and to minimize the chance of mixture blow-back through that range. At high rpm, the reed takes over to give an extra boost. The end result is more power spread throughout a wider rpm range. And that power is easier to use because it builds more smoothly.

Six studs are used to secure the head to the cylinder as with the 125M, but they have been rotated 30 degrees so that the space directly in front of and behind the plug is clear and the cooling airflow is not disrupted. A smaller copper head

replaces the 28mm unit on the old M.

Burnt exhaust gasses, flame and smoke make their exit through the new upswept expansion chamber. It fits closely, just as do those on the larger RMs. Antiquated, crumpled downpipes are rapidly finding their place as garage and race shop ornaments throughout the world.

A little more here and a little less there. It all adds up to 24.1 horsepower. That's over five-and-a-half horses more than the RM125M we tested last year, and a new production 125 record. The most we had gotten out of an eighth-liter screamer before this was 22.3 — out of the new CR125M Honda. Although their powerbands are similar in that both are peaky, the Suzuki has a usable mid-range in which you can turn it on and be pulled into the real powerband, a feature not found in the Honda.

Shifting gears is smoother and easier now, due to the switch from

number plates to allow further cooling of the shock bodies and the oil within. Actual shaft travel is up a bit, and by the time it gets to the rear axle you're talking about an additional 12mm of travel over and above last year's 200mm. Three spring preload positions are available by relocating a snap ring.

In the front suspension department Suzuki has retained the conventional inline axle arrangement, with a set of forks identical to last year's — except that the left leg no longer has a clamping arrangement like the right leg has. The axle merely passes through the leg and is tightened on the other side. Fewer studs, nuts, washers, parts and weight.

Under the fork cap bolts are a pair of spring adjusting spacers which can be inverted to add about a centimeter of preload to the springs. The caps are conveniently located far enough forward so that you can remove them for oil changes without

loosening or removing the bars.

Upon close inspection of the RM125A, you notice that there are many parts which are either very similar to, or interchangeable with, those on the 250 and 370. For instance: the front wheel, front fender, pipe mount, throttle, clutch and brake controls, chain guide, footpegs, kickstarter, gas cap and petcock, seat and fork protectors are directly interchangeable with those of the 250 and 370 RM. Even the bars are the same, except for being 45mm narrower. The air box is much larger now, and is made of high-grade plastic. Along with the bigger box, you get a larger oiled foam filter which measures 163mm in diameter and 79mm in width — as opposed to 154mm by 62mm on

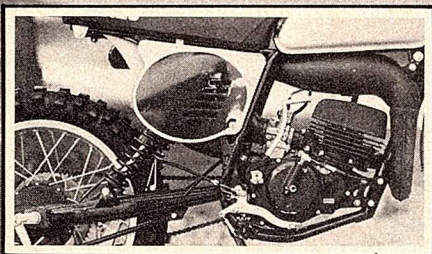
the 125M. A large slip pin replaces the wing nut and small slip pin used before. This new setup takes one-third the time and effort.

The seat is actually a bit better than that of the big bikes because its base is made of a strong, lightweight plastic. Threads are riveted to the base to secure the front and side seat mounts — four bolts up front and two each on the sides. On the old sheetmetal base, these mounts were spot welded and occasionally broke off. These new seats will hopefully be standard on all RMs soon. The fuel tank is now made of lightweight aluminum alloy, and, like the 250 and 370, looks as though it's the same unit found on the factory bikes.

OUT THROWIN' IT AROUND

The first thing we all noticed and agreed on was that the 125A handled exactly like a 250 RM with about 13 kilos knocked off its weight. Turns are made with the same precision, more thought than action. The motorcycle does the work. Although the front axle isn't mounted forward of the forks, it feels as though it is. The front end always stuck, never playing any funny tricks. It also did a fine job of absorbing the shocks, large and small, while keeping the front tire in contact with the earth.

We did notice one slight front end deficiency when landing from anything larger than a medium-sized jump. The springs were maybe just a tad soft for our heavyweights,



Magnesium side cases; new brake pedal; new footpegs; 32mm Mikuni; slick pipe; and still more breather holes.



SINCE YOU ASKED . . .

Now that you know the changes and good qualities of the new RM125, we thought that you would like to know how it stacks up against the other top brands in its class.

All of the top brands are getting so good these days, and their qualities so similar, that it is often just personal preference that helps you decide which bike to buy.

In the case of the new RM, there are some obvious points that made

us choose it over the new Honda, but only by a small margin. Things like better rear suspension, a more usable powerband and more precise steering. The Honda slides and shifts a little better than the RM. If you're really into mono-shocks the YZ is the way to go for you.

What we are trying to say here is that the differences between the YZ, RM and CR are so small and related to personal taste that

anyone trying to say that one is better than the other is making a serious mistake. They are that close. It's like choosing between calling Raquel Welch, Ann Margret or Ali McGraw. If you know what we mean.

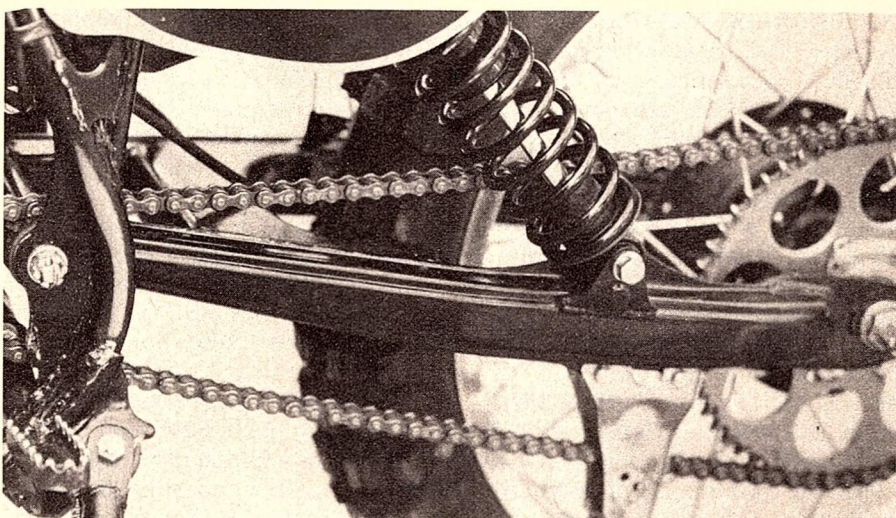
The only other 125 we can think of, that we have tested, that comes close to these bikes is the Husky 125 CR that impressed us a lot, but then we are talking an entirely different price range.

because there was a slight bottoming accompanied by a clicking sound. It was by no means harsh, but it was there.

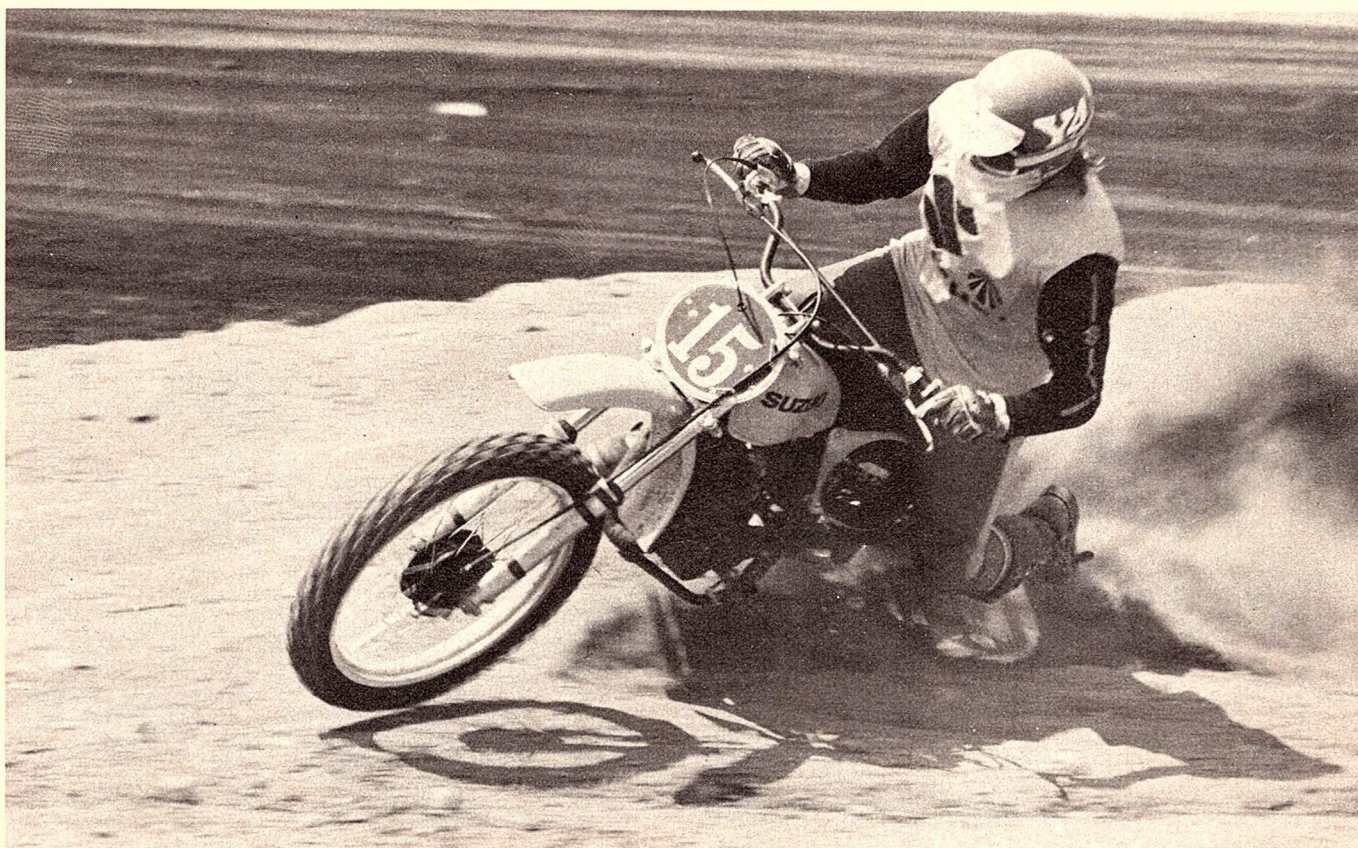
The rear end worked perfectly for everyone who rode it. We never even changed the preload from the soft position. You couldn't ask for more in shock action and keeping the rear tire hooked up through the holes and over the whoops. No one noticed a change in dampening no matter how long or hard we rode it. It worked fine for riders weighing 135 to 200 pounds.

Bridgestones come front and rear, and work well on a wide variety of surfaces from mud to hard-packed adobe.

Although the Suzuki had almost two full horsepower more than the



High tensile strength steel plate swingarm, with RM250/370 chain guide, with roller.

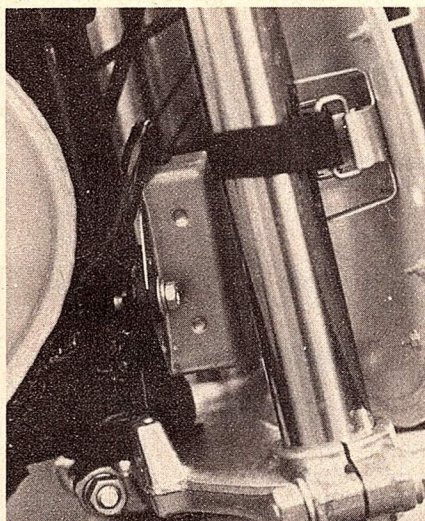


new Honda, it didn't feel like it. On a track they are very even. What's there is easier to use, though. The power reed gives it more on top, while it still has a bit of mid-range that comes in very handy at times. Still, you are shifting constantly. When accelerating hard, there's never more than a second and a half between shifts. When dragging the Suzook against the red Elsie, the Honda would pull away when you'd flip it into fifth, while the Suzuki was in sixth and soon tapped out. The RM is just geared a little too low

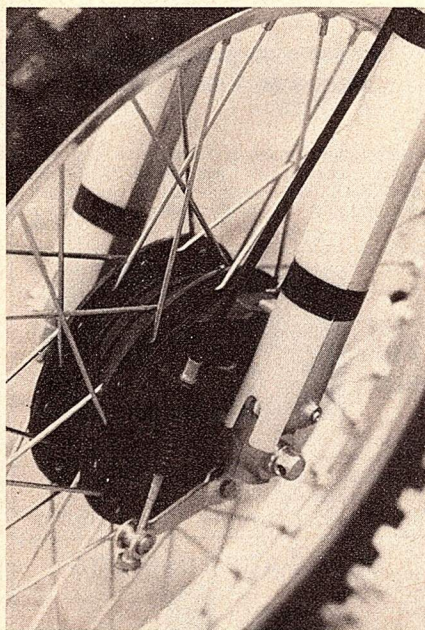
for most tracks. It could easily pull an extra tooth on the countershaft, or, maybe better yet, you can replace the 57-tooth steel rear sprocket with an aluminum 53-tooth. Then, the bikes would be approximately equal as far as top speed goes. First gear on the RM125A is a little too low anyway.

When we first got the bike, George took it to Saddleback on Saturday for a couple of 40-minute motos. About 15 minutes into each moto he experienced a slight power loss due to the heat buildup and a

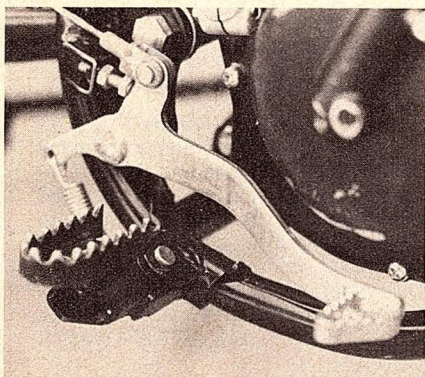
little pinging with the throttle in the mid-range. Since he didn't have any needle jets with him, he just kept it on the main jet, where it ran fine. No problem. Then towards the end of the first day of serious staff testing, Zeal came back pushing the RM with a seized piston. It was really our fault, because we hadn't spent enough time fine-tuning the bike in the mid-range, but basically had left the jetting stock, the way it came from Suzuki. It had an R-O needle jet, but with a new piston and bore, an R-3 (which is richer)



Pointless electronic ignition black box is now silver, and located on steering head — like the other RMs.



This is the same hub, brakes and backing plate as on the larger RMs, but with a different cable and actuating arm. We feel that these ridgeless, shoulderless Takasago rims are a tad stronger than the ridged, shoulderless numbers on the other RMs. Axle now slides through this side and is clamped only on the right side.



Pegs and brake pedal are very nice in design and function.

cleared up both the overheating and most of the pinging problems. It still pings a little when pulling hard and not quite on wide-open throttle, so an R-4 is the way to go. We had no more problems after that.

Every time it was necessary to stop, the brakes worked smoothly and progressively with a nice feel to them, the front a little bit better than the rear. The rear brake pedal is out of the way till you need it, then it's there.

MORE DETAILS

The bar, seat, peg relationship is excellent. If you are into sitting back and relaxing, the rear suspension and seat combination is very comfortable. The pegs are the same as those found on the 250 and 370

and do their job very well.

The RM125A always fired up right away and we never so much as broke a spoke or dinged a rim.

TAKING THE CHECKERED

Suzuki's got it wrapped up. Add a tooth up front or take four off the back and get an R-4 needle jet. That's all you'll need. As fast as those boys are, you might not even have to do that by the time you read this. It's got the combination of handling, power and suspension that you'll need to win. We liked it so much that we asked if we could keep it for a year, to see what shakes down and to have something to compare other 125s to. Suzuki said "yes." That's confidence. We'll keep you informed.

SUZUKI RM125A

Price:
(approx. retail, West Coast) \$995

Engine:
Two-stroke single, piston port and reed valve

Displacement 123cc

Bore & Stroke 56.0mm x 50.0mm

Compression Ratio 7.6:1 (actual)

Carburetion Mikuni VM32SS

Standard Jetting:
Main jet #280, pilot jet #30, jet needle 6DP5 — 3rd, slide cut 2.5, needle jet R-O, float level 31.8mm, air adjusting screw 1 1/2 turns open

Horsepower 24.1 at 10,000 rpm

Clutch:
Wet, multi-plate with aluminum and fiber discs

Primary Drive:
Straight-cut gears, 3.705:1

Transmission Ratios:
1) 2.333
2) 1.750
3) 1.411
4) 1.190
5) 1.045
6) 0.956

Final Drive:
Daido #428TM
14-tooth countershaft
57-tooth rear sprocket

Air Filtration:
Oiled polyurethane foam element

Electronics:
PEI (Pointless Electronic Ignition)

Starting Primary kick

Lubrication Pre-mix, 20:1

Recommended Fuel Premium

Recommended Oil:
(a) B.P. Racing; (b) Shell Super M;
(c) Castrol R30; (d) Golden Spectro Synthetic Blend; (e) Bel-Ray MC-1 Two-Cycle Racing Lubricant

Fuel Tank Capacity:
6.0 liters (1.6 gallons)

Frame:
Chromium molybdenum, semi-double cradle

Suspension:
Front: Kayaba telescopic forks, 200mm (7.87-inch) stroke claimed, 182mm measured;

Rear: Kayaba nitrogen gas shocks, offering 212mm (8.35-inch) axle travel

Wheels & Spokes:
Takasago ridgeless, shoulderless rims 1.60-inch front, 1.85-inch rear width; 3.5mm straight spokes

Tires:
Front: 3:00 x 21 Bridgestone Moto-cross 7
Rear: 4:10 x 18 Bridgestone Moto-cross 10

Dimensions:
Wheelbase 140.6cm (55.3 inches)
Swingarm length 50.9cm (20.7 inches)
Ground clearance 27.0cm (10.4 inches)
Bars, height 112.0cm (44.2 inches)
Bars, width 84.5cm (33.3 inches)
Pegs, height 33.5cm (13.2 inches)
Pegs, width 44.0cm (17.3 inches)
Seat height 88.6cm (34.8 inches)
Fork angle 30 degrees claimed

Weight:
85.2 kilos (188 pounds) without petrol;
47.3% on front,
52.7% on rear

Brakes:
Front: Full width, cable-operated drum
Rear: Conical, cable-operated drum

Instruments None

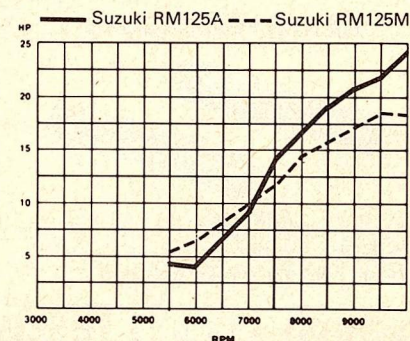
Lights None

Silencer Yes, but MX only

Spark Arrestor No

Warranty None

Parts Prices:
Piston \$14.40
Rings \$5.58
Clutch cable \$5.34
Brake pedal \$7.64





WHAT'S NEW FROM

AL BAKER RACING & DEVELOPMENT

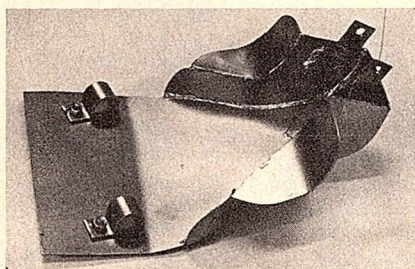
RM SUZUKI FORK KITS



The R&D FORK KIT completely replaces the stock RM innards with the best damping you can get. We developed this kit to get rid of the mushy front end feeling of the stock set-ups, to increase travel by an inch, and to provide precision without pounding you. A ground taper on the rods, plus the special long-travel springs and orifices we include, will give you fork action better than any European fork made. And we'll back that claim up with a 30-day, money-back guarantee.

RM125 8-inch travel kit \$59.50
RM250/370 9 1/2-inch travel kit \$59.50

BAJA BUSTERS



All our total protection skid plates are rugged 16-gage steel, MIG-welded, and gold-iridate plated. Mounting hardware is included and there are no installation hassles. They are designed to give maximum protection when the going gets rough.

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Suzuki Skid Plates: RM100, RM125, RM125A, TM100, TM125, RM250, RM250, RM370, TM400 \$24.95

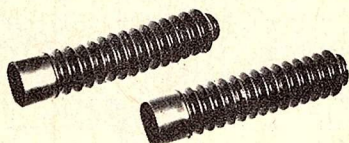
Yamaha Skid Plates: 250/400 Monocross, TT500, TT500 with high pipe \$24.95

Husqvarna Skid Plates: 250/400/405 \$21.95
250/360 \$24.95

Kawasaki Skid Plates: KX250/400 \$24.95

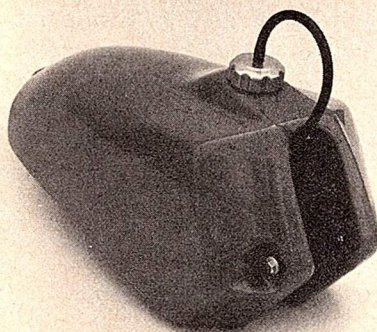
Don't forget to specify model number and year.

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Lengths available: 13, 13.5, 14.25, 15.5"
Specify motorcycle, position of shock, rider weight and classification.

RACE FACE

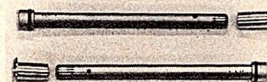


Race-face is the latest development in total face protection. Made of high density material with hardened easy to replace lenses. This one piece goggle-face guard combines the most comfortable fit and filtering system available. \$16.95



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These kits were designed for the rider who wants the ultimate performance from his stock Honda forks. Not only will travel be increased one inch, but both rebound and compression dampening will be greatly improved. All hydrolic-loc is eliminated. These kits were developed and are presently used by the entire Honda Factory Team.



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BEL RAY WORLD

*Flying Mike, The Machine, Hauling Holley and
The Flying Freckle hold off the challengers.*

MINI GRAND PRIX

Story by O. B. Server

Photos by Bill Smith and John Hession

Some of the "old-timers" (whose nicknames are known, probably, to only the minicycle crowd), are bumping up against the National Minicycle Association's new upper age limit — 17 years old. They are the top echelon of mini-racers, and despite their tender ages have as much as eight years racing experience. They are good, very good. But there were a lot of even younger, hungry, riders taking aim at them during this year's Bel Ray World Mini Grand Prix, Indian Dunes, Valencia, California.

When the shootout was all over the old-timers — Brian Myerscough (The Machine), Flying Mike Brown, Jimmy (Hauling) Holley and Jeff Ward (The Flying Freckle) — rode away with only minor wounds. And many out-of-state hot-shots (the best riders from 31 states participated) went away wondering how they got lapped.

Among those who inflicted some damage on the reputations of the top honchos was A. J. Whiting, in his first year of racing with the senior (12-to-16) experts. A. J.'s finest hour was the first moto of the Race of Champions, in which he held off challenges from Ward and Myerscough. The Race of Champions pitted the best riders (by invitation only) against each other on pure stock YZ80s, provided by Yamaha International. The riders drew for their bikes and they switched around for each moto, with the idea of finding the best rider regardless of machinery. A. J.'s first-moto triumph is difficult to appreciate unless you know that Ward and Myerscough usually battle each other half a lap ahead of everybody else.

Due to the selection process, Mike Brown and Jimmy Holley did not compete in this event, leaving Myerscough and Ward to deal with Whiting's intrusion. Myerscough took the final honors, beating last year's champ of champs, Jeff Ward, by one point, while Whiting took third spot.

With about 50 races to run on

each day of the weekend event, the officials had to do some pretty fancy footwork. The experts rode two motos in each class (most classes had multiple divisions), with the top-runners making a final run-off. The

novices and intermediate riders all got three motos. As near as we can figure, the NMA rules make possible no less than 36 classes. . . something for everyone. They split the riders every way except racially.



This happened about 140 times over the WMGP weekend — more than enough for everybody.



Flying Mike Brown flies on his way to 105cc championship, turning times faster than 125cc motorcycle pros.

Some of the most bang-bash racing was between the novices and intermediates, but in that bewildering flood of racing only the respective pit mothers and fathers could follow any logical thread from race to race. Sorry, kids, we magazine people can absorb just so much.

Naturally, the experts got the lion's share of attention. Myerscough and Brown easily dominated their respective divisions of the 83cc stock classes and went on to finish in that order in the run-off. An up-and-coming young rider, Chris Heisser, took third overall.

A Honda rider until lately, Jimmy Holley rode his PK Racing Products Yamaha YZ80C into the top spot in the 83cc modified class. Jeff Ward, still on an XR, was in Holley's division of the modified class. He proved there is life in the old four-stroker yet by beating back the Yellow Sea — except for Holley. Also in this division was a new Suzuki prototype 80, ridden by Steve Schmitz. Said to be the smallest in the all-out RM racing series, this bike looks like a comer. It finished second overall.

In overall points, Holley was followed by Brown and Rex Smith. Myerscough dropped out of the run-off because he did not carry enough points forward to stand a chance of winning. In this division, Steve Shippy won with a 2-2 score while Myerscough, finishing 6-1, took second.

For sheer WFO, gut-churning racing there is nothing like a bunch of fear-nothing expert youngsters riding modified-to-the-hilt 105cc minicycles. The power-to-weight ratio of these lightweight machines and riders must be close to that of the 250cc class. The most popular engines in this class are sleeved-down CR125s or Yamaha MX100s. When properly tweaked, laced into tiny frames and ridden by lightweight pro racers, they are explosive.

Due to a screw-up in running the races, a third moto was run for each of the four 105cc divisions. However, the extra moto didn't change things much. In the 9-11 age group Rick Johnson finished 1-1-1, Mark Murphy (all the way from Ft. Myers, Florida) finished 2-2-2 and Brian Antonacci 3-3-3. In his division, Mike Brown finished 1-1-1 with things a little more mixed-up behind him. Troy Fitch clinched



Hauling Jimmy Holley abandoned his XR75s for Yamaha's mini, manhandling the buzzing two-stroker to 83cc title.



In the crucial first turn at Indian Dunes International track, Jeff Ward (3X) gets the holeshot advantage on his 100cc mini-Elsinore.



Expert 83cc stockers with Myerscough (1) on the outside taking lead from Rex Smith (8). Myerscough won class championship, Brown (0) took second.



Waiting for Race of Champions moto, Brian Myerscough (right) and Jeff Ward relax a little. Myerscough took it, one point ahead of Ward.

second with nine points. There was a points tie for third between Dan Trant and Scott Burnworth, with the third-moto finish giving the spot to Burnworth.

Myerscough was the clear 1-1-1 winner in his division, with Eddie Glover taking second and Ron Arisman in third. Things were more evenly matched in the fourth division with Ward up against Holley and Doug Nicol. Ward won with a 1-2-1 score to Holley's 2-1-2, with Nicol taking third.

All the top runners lined up for



N.M.A. #2 Rick Johnson recently appeared on the Mike Douglas Show. (Hession photo)



"I'll give you five bucks for the one on the right." (Hession photo)



Through the switchbacks with the 83cc modified experts. Rick Atkins (676); Dean Cates (576); and Kip Bigelos (9) and Rod Michael (57) — both from Michigan. Cates, Atkins and Bigelow made it to the run-off.



Race of Champions contestants pause before the firing of the first shot.

the run-off, and Brown soon proved that his comeback from last year's sidelining injuries was complete. He beat out Jeff Ward in some very close racing, while Myerscough finished in third. Brown earned a YZ80C for his overall win (all the overall expert winners won machines of one kind or another) and promptly gave it to a teammate who couldn't afford a new bike.

We remember the days when a big minicycle race meant anything around 100 entries and nobody traveled more than a couple of hours. More than 1000 mini riders (plus 300 motorcycle racers) entered

this year's Bel Ray World Mini Grand Prix, and they came from as far away as Boston, Massachusetts (Ted Stamas). It bodes well for the sport of motocross when there are so many enthusiastic riders coming up through the ranks.

RESULTS

Expert Classes:

83cc STOCK, 9 11

1) Rick Johnson, El Cajon, CA, YAM; 2) Bryon Antonacci, Lakeside, CA, YAM; 3) Matt Whiting, Saugus, CA, YAM.

83cc STOCK, 12 16 (Division One)

1) Brian Myerscough, Calimesa, CA, YAM; 2) Mike Brown, Saugus, CA, YAM; 3) Rex Smith, South Gate, CA, YAM.

83cc STOCK, 12 16 (Division Two)

1) Scott Burnworth, Jamul, CA, YAM; 2) Chris Heisser, Thousand Oaks, CA, YAM; 3) Joey Dee, Las Vegas, NV, YAM.

83cc MODIFIED, 9 11

1) Mark Murphy, Ft. Myers, FL, YAM; 2) Bryon Antonacci, Lakeside, CA, YAM; 3) Rick Johnson, San Diego, CA, YAM.

83cc MODIFIED, 12 16 (Division One)

1) Steve Shippy, Mission Viejo, CA, YAM; 2) Brian Myerscough, Calimesa, CA, YAM; 3) Rowdy Blasdel, Gresham, OR, YAM.

83cc MODIFIED, 12 16 (Division Two)

1) Mike Brown, Saugus, CA, YAM; 2) Rex Smith, South Gate, CA, YAM; 3) Chris Heisser, Thousand Oaks, CA, YAM.

83cc MODIFIED, 12 16 (Division Three)

1) Jimmy Holley, Northridge, CA, YAM; 2) Steve Schmitz, Reseda, CA, SUZ; 3) Jeff Ward, Mission Viejo, CA, HON.

105cc MODIFIED, 9 11

1) Rick Johnson, El Cajon, CA, YAM; 2) Mark Murphy, Ft. Myers, FL, YAM; 3) Bryon Antonacci, Lakeside, CA, YAM.

105cc MODIFIED, 12 16 (Division One)

1) Mike Brown, Saugus, CA, YAM; 2) Troy Fitch, Las Vegas, NV, YAM; 3) Scott Burnworth, Jamul, CA, YAM.

105cc MODIFIED, 12 16 (Division Two)

1) Brian Myerscough, Calimesa, CA, YAM; 2) Eddie Glover, West Covina, CA, HON; 3) Ron Arisman, La Mesa, CA, HON.

105cc MODIFIED, 12 16 (Division Three)

1) Jeff Ward, Mission Viejo, CA, HON; 2) Jim Holley, Northridge, CA, HON; 3) Doug Nicol, Palos Verdes, CA, HON.

Expert Run-offs

83cc STOCK: 1) Brian Myerscough; 2) Mike Brown; 3) Chris Heisser.

83cc MODIFIED: 1) Jim Holley; 2) Mike Brown; 3) Rex Smith.

105cc MODIFIED: 1) Mike Brown; 2) Jeff Ward; 3) Brian Myerscough.

POWDER PUFF

1) Gracy Evans, El Cajon, CA, YAM; 2) Valerie Robledo, Garden Grove, CA, YAM; 3) Jill Ilrath, Corona, CA, YAM.

JR. CYCLE STOCK, 6-8

1) Kurtie Henricksen, Woodland Hills, CA, IND;

2) B. Schneider, Chino, CA, IND; 3) Blair Hardesty, El Cajon, CA, IND.

JR. CYCLE MODIFIED, 6-8

1) Kurtie Henricksen, Woodland Hills, CA, HON; 2) Jeff Abbott, Mountain Lake, WA, HON; 3) Mike Clark, Edwards, CA, IND.

JR. CYCLE STOCK, 9-11

1) Tim Tomaselli, Sylmar, CA, IND; 2) John Allred, Lynwood, CA, IND; 3) George Holland, Kerman, CA, HON.

JR. CYCLE MODIFIED, 9-11

1) Rudy Dickinson, Norwalk, CA, HON; 2) Jon-Jon Belisle, Lemon Grove, CA, HON; 3) Timmy Tomaselli, Sylmar, CA, IND.

PEE WEE, 3-8

1) Brandon Schneider, Chino, CA, IND; 2) Debbie Allred, Lynwood, CA, IND; 3) Jimmie Henry, Lakewood, CA, IND.

Intermediate Classes, First Place:

83cc STOCK, 9 11 Sean Ryan, Beverly Hills, CA, YAM.

83cc STOCK, 12 16 Division One, Brian Fountain, Westminster, CA, YAM; Division Two, Gary Goforth, Carson, CA, YAM.

83cc MODIFIED, 9 11 Lance Schoening, Bremerton, WA, HON.

83cc MODIFIED, 12 16 Division One, Jim Stewart, Lancaster, CA, YAM; Division Two, Kevin Jones, Nederland, TX, YAM.

Novice Classes, First Place:

83cc STOCK, 6-8 Michael Dunlap, Fraxier Park, CA, YAM.

83cc STOCK, 9-11 Division One, Ken Campbell, Westminster, CA, YAM; Division Two, Jeff Cropper, Amboy, WA, YAM.

83cc STOCK, 12 16 Division One, Jay Bales, Oxnard, CA, YAM; Division Two, Ronnie Graves, Llano, CA, YAM.

Division Three, Ross Klatt, Orange, CA, YAM; Division Four, Greg Koenig, Dolores, CO, YAM.

83cc MODIFIED, 9 11 Division One, Wayne Arnold, Las Vegas, NV, YAM; Division Two, Kenny Jacobs, Santa Barbara, CA, YAM.

83cc MODIFIED, 12 16 Division One, Clay Cauthorn, Del Rio, TX, YAM; Division Two, Steve Allensworth, Ventura, CA, YAM; Division Three, Roger Hensley, Rosamond, CA, YAM; Division Four, Ed Eckert, Culver City, CA, YAM;

Division Five, Robby Robinson, Tarzana, CA, YAM.

HOW TO

WHEEL TRUING

by Don Phillipson



Throw away that sledgehammer

You've just learned that rocks are not as fearful as they look. Smash into them, over them; crush them like papier-mache. You've become a rock riding fool. You pass in the rocks and sneer at the sissies who flail both legs wildly at the first sight of an oversized pebble.

But you've also learned something else: your rims lack in strength what you make up in derring-do. Rims are not cheap, so you decide to replace them yourself. One more place to cut costs. Your local shop charges eight bucks for truing.

Here's how.

Start at the beginning. Avoid unnecessary trouble. Wire up your spokes so they don't flop all over the place when you take off the old rim. Take off all the nipples. Remove the rim.

Hold your new rim in front of you, and line up a group of four spokes with a group of four spoke holes. Make sure the direction the hole is pointing matches the direction the spoke is pointing. All four spokes — because you have the spokes tied together in a group — will then match the four spoke holes in the rim.

Put four nipples on the spokes you have lined up. But only a couple of turns, just enough to get the spokes threaded.

Pick a group of spokes across the wheel. Start the nipples on those four spokes. Then continue around the wheel until all the spokes have nipples.

The next step is to finger-tighten all the spokes to the same tightness. Decide how much you want to tighten the first group of spokes. Keep in mind that you want to end up with all the spokes tightened (finger-tight, that is) equally. So don't go overboard on the first group. Better to go around the wheel a couple of times, tightening the spokes a little more each time.

When you have the spokes as tight as you can with your fingers, each nipple should, theoretically, be turned the same amount of times.

This won't be the case. There is always enough difference in wheels, spokes, hubs, so that some spokes will take ten more turns than others. Or whatever. Try to do it ideally, and it will be close.

Now they are all finger-tight. You're ready for truing.

THE ETERNAL SEACH FOR TRUING

If you're feeling cranky, take a break and come back later. Truing is very easy, but it does require patience.

Clamp down your wheel. If you have access to a jig, you're all set. For regular folk, use your imagina-

tion. Slip the axle through the hub and place the axle between two highback chairs. Force a friend to hold the axle steady. Or you can mount the wheel, tire-less of course, on the bike, and throw the bike up on a milk crate.

Take a piece of chalk or a felt pen, place it in your hand and place your hand on something stationary near the rim. When you spin the rim, the idea is to mark the high points on it.

Important Point. You're looking for two types of wobble: up-and-down wobble and side-to-side wobble.

Correct the up-and-down wobble first. Mark the high spot, or spots, by spinning the wheel and moving your marker in closer until it just touches the rim and makes a mark. Logical.



Use a felt pen or chalk to mark the high point on the rim.

If your mark is, for example, ten inches long, then there are going to be roughly two groups of spokes under that mark. You want to tighten the spokes directly under the mark. Do it slowly. Then re-spin and re-mark.

Valuable Hint. The inside spokes mainly correct the up-and-down wobble. We emphasize *mainly*.

Tighten the inside more, but don't entirely neglect the outside spokes.

Before you tighten them completely — that is, as tight as you would when you are ready to ride — check for side-to-side wobble. With your marker held this time on the side of the rim, spin the wheel and



Same thing for side-to-side wobble — mark the high spot.


mark the rim.

Difference. This time you tighten the spokes on the *opposite* side from the mark. And, because we are now dealing with side-to-side wobble, concentrate on the outside spokes. But, to keep the wheel even in that spot, you also have to tighten the inside spokes. For example, if you have a mark on the outside, indicating a wobble, tighten the outside spokes on the opposite side two turns. Tighten the inside spokes directly under the mark a turn, or, if the wobble is not very bad, a turn and a half.

Again, don't tighten them completely. That comes when all the wobbles are gone.

Recheck for up-and-down wobbles. Then for side-to-side. Repeat until the wheel is true.

When the wheel is true go around the wheel and tighten all the spokes equally. Do so by giving each a half-turn or so and proceed around and around until all the spokes are tight.

You're done. Almost. Now go out and with the money you saved buy a jersey that says Rock Crusher on the back. You're ready. 

Good for your head.

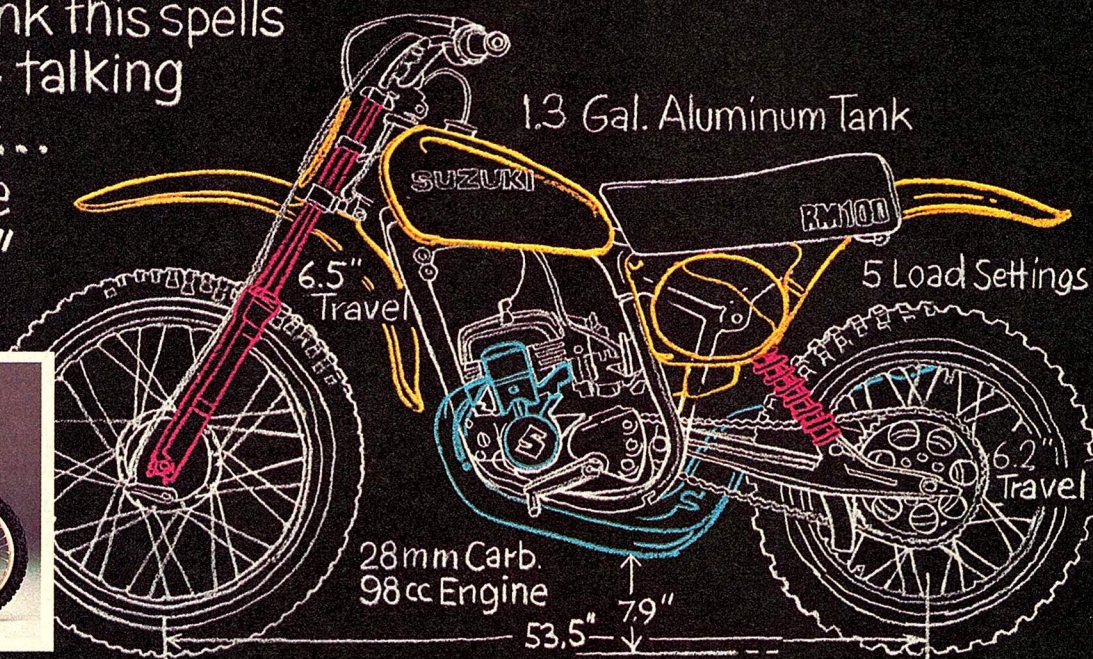


Bell Moto Star Helmet

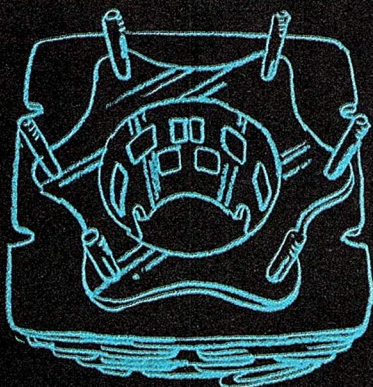
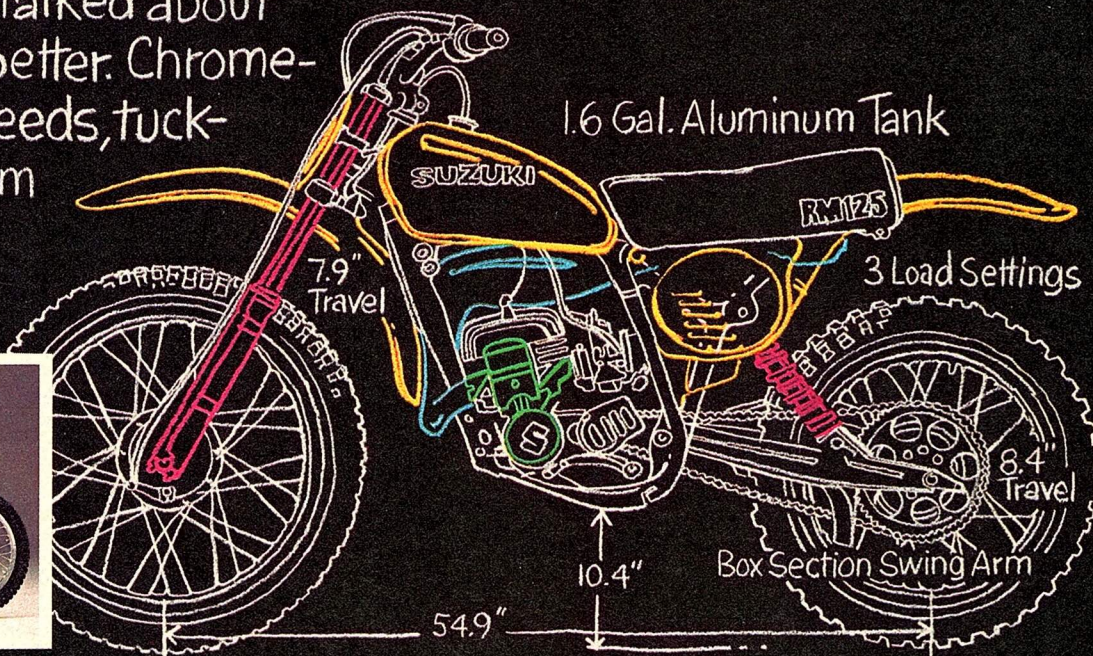
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RM100 "If you think this spells 'fast' when you're talking 100cc, you're right... a racing machine pure and simple." *CYCLE WORLD*, Apr. '76



RM125 The most talked about 125 is now even better. Chrome-Moly frame, 6 speeds, tuck-thru exhaust, 32mm carb, new front forks.



6 big Transfer Ports and Hi-Performance 28mm carb. on the 100 help give it extra snap and extra grunt.



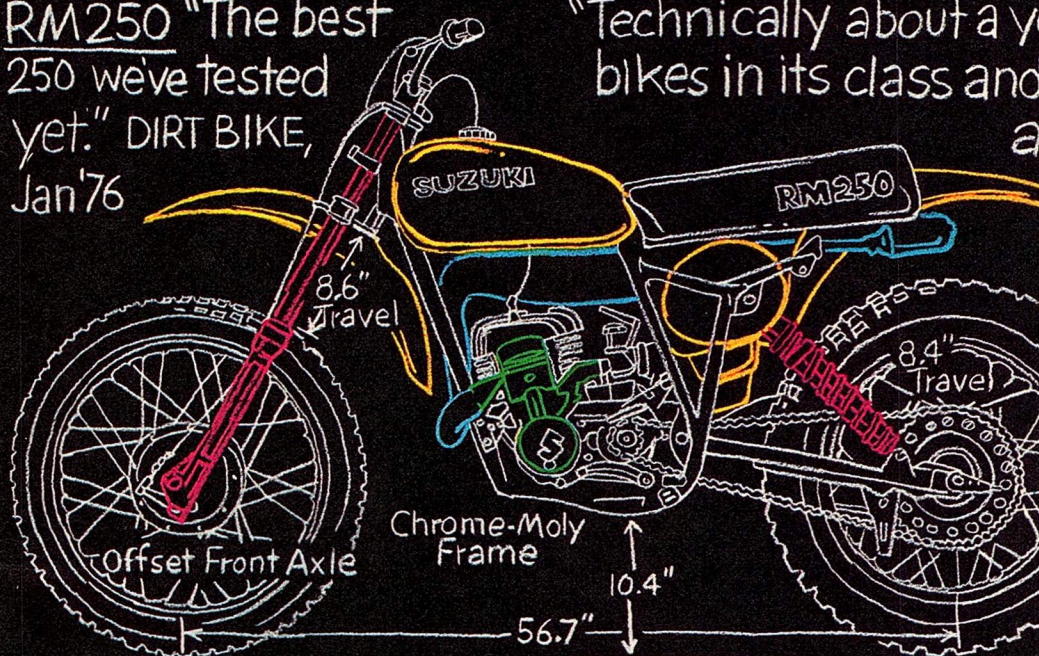
Power-Reed™ Valve Engine on the 125, 250, 370-open port to cylinder-reed to crankcase-insures maximum power at all RPMs.

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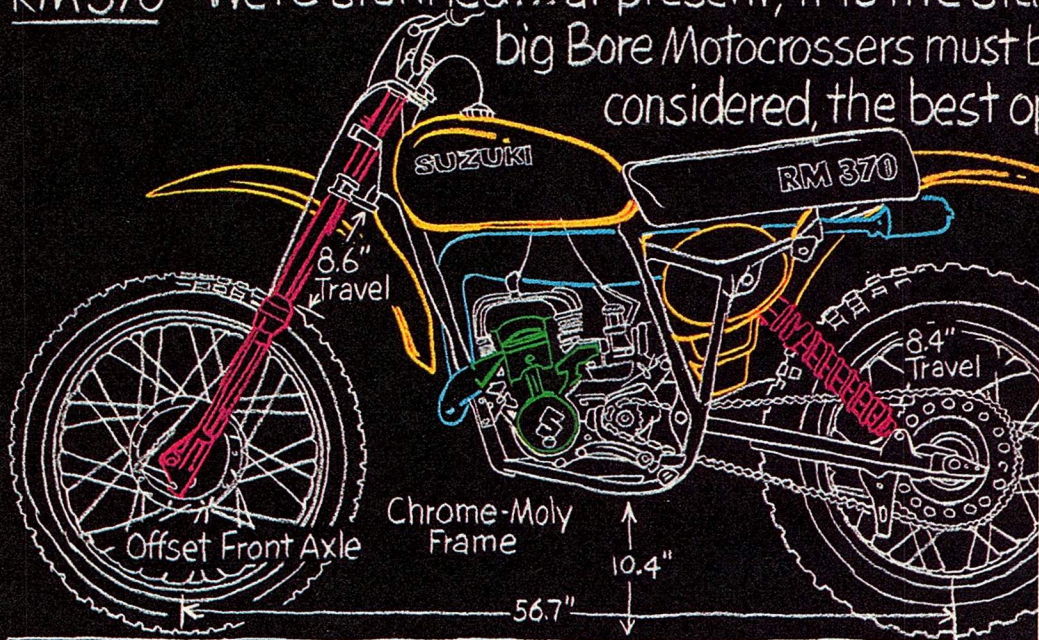
MOTOCROSS ACTION, FEB, 1976

RM250 "The best 250 we've tested yet." DIRT BIKE, Jan '76

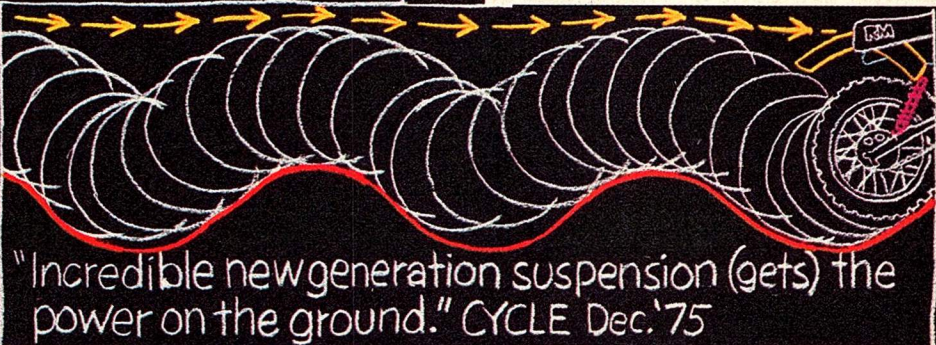
"Technically about a year ahead of the other bikes in its class and a second or two ahead on each lap around the track." CYCLE Dec. '75



RM370 "We're stunned... at present, it is the standard by which all big Bore Motocrossers must be judged... all things considered, the best open class machine on the market." MX ACTION Feb. '76



All RMs have Tru-Trac™ suspension, laid-down, forward mounted gas-oil shocks.



FORGET YOUR TROUBLES. GET ON SUZUKI





ISDT QUALIFIER

*The authority
of Dick Burleson's
overall victory is
matched by
Billy Uhl's
dazzling display of
wrenching.*

The red clay hills of Alabama's Cumberland Mountains region could well be nicknamed "Burleson's Playground" after his sweep of the Qualifier activities presented by the Two Days in Alabama Committee this season.

The February One Day proved to be a warm-up which definitely worked to Dick's advantage, as he rode through, around or over a dozen or so top Penton riders to emerge as the solid winner. His score of 1665 was some 28 points lower than that of his closest competitor Jack Penton, who had to settle for winning the 250cc class.

As you would expect, 326 miles of hard riding on dirt roads, pipe lines and woods trails, with just enough pavement to tie them all together, takes its toll on the bikes of the mighty as well as those of the

TWO DAY(S) IN ALABAMA

by Brian and Ann Palormo

AUGUST 1976



The Alabama Two Day Committee has a well-earned reputation for putting on a smooth-running, well-organized event. They almost make it look too easy, and the rider may come to take for granted those features which contribute to the overall success. One of the most important of these is good, continual community support.

The courteous attention and welcome signs sprinkled throughout the Pell City business district have to warm the heart of the weariest rider who has traveled half the country or more to participate. At a time when land use is a subject dear to the hearts of all dirt riding enthusiasts, the cooperation between the committee and Southern Natural Gas demonstrates the need for continual communication. Pipeline sections used previously were in danger of being taken away, because the person in charge began to be uncertain about the way in which the lines were going to be used. However, after a full understanding was reached about the nature of a Two Day Qualifier, the company turned around and provided as much support as was needed — making available an area for camping and manning necessary gates providing access to the lines, while demonstrating to the rest of Pell City their support for the event.

Because of the small number of committee members, wives and older children pitched in to help with the clerical details of the run. Two nine-year-old girls got special attention from the riders, as they worked flip cards at a checkpoint. What better way to prepare them

for their own future competition.

One of the mainstays of the Alabama operation has been the support of the local Lions Club. They are a strong contact with the Pell City businesses and townspeople and their refreshments were a welcome sight to a weary rider. The committee in return has donated part of the proceeds to the Eye Foundation supported by the Alabama Lions Clubs.

This year, \$1000 from the proceeds from the One Day and Two Day events has been earmarked for the ISDT support fund. Its specific use will be set later when exact needs can be determined.

As was stated earlier, the committee had excellent control over the things they *could* control, and a few other variables seemed to be in their hands as well. However, one phase of organization obviously was not — participation on the part of the AMA, in this, the fourth Qualifier in this year's series. No amount of persuasion could convince the AMA of the need for a representative in the event there should be a question in scoring or a protest that the committee didn't have the background to make a judgment on. Fortunately, no such incident came up, but the AMA was definitely the loser, in that this was an event they could have pointed to with pride as a model to be followed by others sponsoring AMA-sanctioned activities.

One recognizes the expense involved in participating in all such sanctioned events, but certainly the AMA ranks the Qualifier effort near the top in importance among amateur activities. Or does it?

On Sunday morning he moved into the impound area for his allotted 15-minute repair period. With an intensity that had the crowd reduced to silence, he worked through the steps, wasting no motion along the way. In a mere 13½ minutes the new top end was properly in place, leaving time for changing the air filter and making a few routine service checks.

Just as his number came up on the flip cards, he pushed his bike to the starting line where it fired on the second kick. It was then that the carefully-executed repair plan was almost lost for want of a score card. He had forgotten it would have to be



Dick Mann and his four-banger passed Joe Patrick's sound test and went on to take a Gold.



Jim Hollander had something to prove after being dropped from the Rokon team. He finished second 350 behind Carl Cranke.

average rider. However, it was the skill in the crises which made the difference in the way riders handled the situations and scored. When considering the stress of the ISDT, mechanical skills could be demonstrated through a useful and interesting special test.

No one was tested to the degree that Billy Uhl was, when his piston gave out at the end of Day One. He admitted later that his Hercules was already well-worn, and that he should have changed pistons before the start of the event. Those who viewed his Sunday morning routine

are probably secretly glad he did not.

While other riders spent Saturday evening in carefree relaxation, Uhl's was devoted to detailed planning for his morning repair job. The Hercules team manager supplied the needed parts from his demonstrator, and Uhl then organized the necessary hardware for the repair job, taping nuts and bolts on duct tape in the order they were to be used.

punched at the start of the second day. For a few nervous seconds he fumbled for it in his belongings, spilling tools and finally retrieving it for the equally-nervous start official. With only a fraction of his minute remaining, he got it all together and shot past the yellow flags just as the next minute flipped over on the cards.

The crowd breathed for the first time in several minutes, and then cheered the figure fast fading in the Alabama horizon. At the end of the day, Uhl's efforts paid off with a third place in his class behind Tom Penton, overcoming the large gap which existed at the end of the first day.

The run consisted of an 80-mile course laid out with great skill by the team of Birdwell and Rochester. Riders looped this twice on Saturday, and then rode a somewhat modified and shortened version in reverse on Sunday. Last year, spring rains made the mud a major factor in the battle to keep bikes running. This year, dust and heat wore down riders and contributed to the strain on engines.

Most of the leading riders in the Qualifier series zeroed the course both days, so it was the special test scores which determined the winners. Looking back, it was fortunate that the early-arriving participants persuaded the committee to install a grass track test, which had been eliminated due to lack of time to get one organized. It was on this two-mile track, resembling a snake lazing in the tall grass enjoying the warm Alabama sun, that Burleson gained his winning edge.

In the cross-country test, which was seven miles in length, no more than a total of 11 points separated Burleson, Cranke, and Jack and Tom Penton, with Jack having the fastest time on Saturday. Sunday, Burleson decided he'd better get busy, and on a narrow woods trail which wound around trees and rock outcroppings up the side of a mountain, he was clocked at 38 mph. He later commented that he hadn't noticed most of the obstacles others were talking about.

The pit area is an interesting place to visit during the course of a Two Day, and a would-be competitor would do well to study the methods of the more successful racers at a time when seconds count and useless motion should be avoided. There are



Lars Larsson gives his 250 Penton the same loving care he used to lavish on his Huskys.



Burleson checks his minute after gassing up. His effort is a virtual one-man show, but it keeps Husky on top.



Dennis Vandecar found mud (and Gold) on a dry weekend.



Jim Fogel and the Rokon pit crew demonstrate the classic gas check.



Billy Uhl's fantastic 13½-minute piston change on the morning of Day Two put him back on Gold.



The end of a long day. John Calhoun of Birmingham, Alabama, pushes his Frontera into the impound area and tries to forget that tomorrow is Day Two.



Despite wandering off-course in the grass test, Jack Penton topped the 250 class.

a lot of spectators trying to guess if the approaching rider is a Cranke, a Penton or a Burleson, but the ones who should know rarely have to speculate. They are extremely conscious of the all-powerful **CLOCK**.

The number of riders serviced by Team Penton makes that pit area the setting for much activity. What is amazing is manager Marcia McDonald's ability to be prepared for the needs of each separate rider, no matter how different they may be. No one can fault the riding skills of the former Ossa team members now working with Penton, but certainly the team manager was an equally valuable acquisition.

Burleson's efforts for Husqvarna

are certainly a study in contrast with those of the Pentons. Since Husky is no longer supporting a manufacturer's team at ISDT, Burleson's operation is on a much smaller scale. With the exception of some assistance with the gassing of his bike, he does all his own work in almost total silence. At first, one thinks he has no idea of how much time has elapsed, but his mental clock makes constant checks on the time unnecessary. At the exactly necessary moment, he stops all work, kicks the bike over and rides away to the checkpoint and beyond.

Nevertheless, Burleson's efforts for Husky and Uhl's for Hercules were isolated successes in the midst of a Penton triumph. Brothers Ted and Dane Leimbach captured wins in the 100 and 125cc classes, while brothers Tom and Jack Penton took the wins in the side-by-side 175 and 250cc groups. Carl Cranke led the 350 event. Burleson's overall was quite a few points away from the rest of the pack, but, after that, it was very close among the leaders.

In all 74 Gold Medals, 18 Silver and 46 Bronze were awarded to the 138 who finished from a starting pack of 244.

RESULTS

OVERALL

Dick Burleson	Husqvarna	1665 points
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125cc

1. Dane Leimbach	Penton	1788 points
2. Donald Cichochi	Penton	1866 points
3. Mike Rosso	Hercules	1867 points

200cc

1. Tom Penton	Penton	1696 points
2. Jeff Gerber	Penton	1777 points
3. Billy Uhl	Hercules	1779 points

250cc

1. Jack Penton	Penton	1693 points
2. Mike Hannon	Bultaco	1722 points
3. Gary Younkins	Penton	1731 points

350cc

1. Carl Cranke	Penton	1703 points
2. Jim Hollander	Rokon	1728 points
3. Charles Vincent	Ossa	1812 points

Open

1. Dick Burleson	Husqvarna	1665 points
2. Barry Higgins	Maico	1718 points
3. Kevin LaVoie	Penton	1728 points

Manufacturers Teams

- 1) Penton Imports (Leimbach, T. Penton, J. Penton)
- 2) Penton East (Cutler, Cranke, LaVoie)
- 3) Yamaha (Ashley, Mann, Fero)
- 4) Ossa (Hulse, LaMastus, Vincent)
- 5) Rokon (Simmons, Bishop, Fogle)

Club Teams

- 1) Nashville Rubber Ducks (Burleson, Popiel, Schmidt)
- 2) Pacific Performance (Gerber, Thompson, Cameron)
- 3) Team Army (Hoffman, Messer, Pillsbury)

THE GREAT LITTLE SPROCKET UNCOVERUP

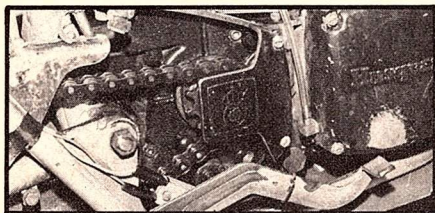
Mud countermeasures

COUNTERSHAFT CONDIMENTS

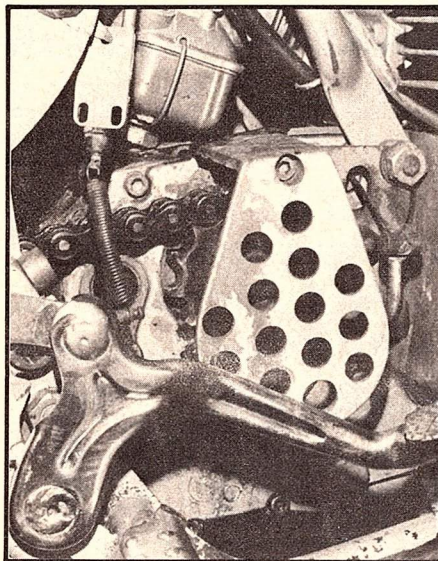
by D. L. McKiernan



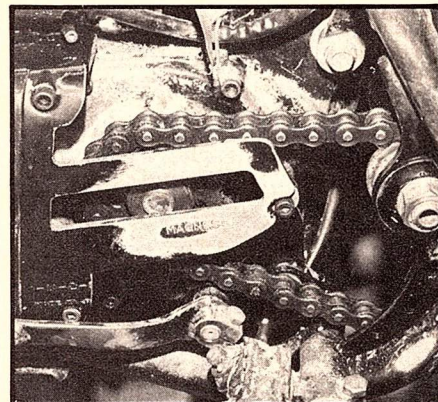
Countershaft sprocket sidecase covers do three things: (1) they keep your bike from eating your ankle and other foreign objects; (2) they frustrate your repeated attempts to thread a chain onto your bike; (3) they are completely and absolutely the mud-collecting champeens of the entire universe . . . they gleefully and eagerly become engorged, stuffed, jammed and packed with chain-chewing, sprocket-spewing, sidecase-glueing, yucchhy mud.



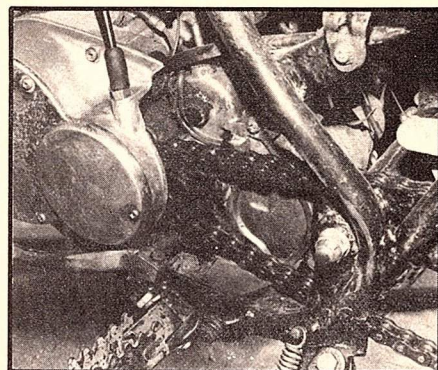
Collecting comes about mainly because mud is flung off the chain and packs into the corners and around shafts and other curlycueish crevices. You can eliminate most of this engorgement by giving the mud an exit through which to escape. The more open the escape route, the less will pack up. You want to get three sides of the sprocket open so that the flung mud will just fly out and away; it is imperative that one of these three escape routes is out through the bottom, that way mud won't simply pile up as it is flung off or is jolted or vibrated off of other parts and falls. Of course one of the escape routes is out the back. So's ya gotcher choice on the third route, out the front or out the top, depending on the geometry and mounting arrangement of the cover you've got.



KTM after modifying the sidecase: Not only is it opened up for throwing off mud and easing chain access, but the clutch actuator and cable can be serviced without removing the sidecase.



Before you start hacking and chopping away on your sprocket cover, remember, when you're done it's got to have enough strength left to take an occasional get-off, so cut it accordingly. If possible, leave in any molded-in stress risers. When determining what shape you're going to cut it, recall that stubby shapes are stronger than long shapes because less leverage is exerted in the event of an impact at the wrong place; curved and shaped pieces are stronger than flat pieces of the same thickness, so if possible, leave some curvature in . . . but not too much 'cause curved pieces collect mud; sharp corners are weak . . . if an outside corner is sharp it will chip in a fall, or gouge your tender body, and if an inside corner is sharp it'll crack under vibration or impact — so file outside corners round, and drill a hole where an inside corner is gonna be before cutting.



Suzuki TS185 after modification . . . a dramatic improvement.

HISTORY IS MADE

With proper management, the Mint 400 has the potential to be the most exciting, most demanding, richest in payback — in short, the best off-road race in the world. It is a shame the race always misses its potential.

Consider. Las Vegas is simply a more exciting place for racers and spectators to be than is the middle of the Baja peninsula. Four hundred miles ridden completely during the day is long, but not too long. Just about right to see who the best rider is. And with the cars also involved, many sponsors want to sink money into the race. A lot of money.

That's the potential. But things go wrong. Yes, Las Vegas is exciting. Everyone enjoys that. Yes, most of the riders finish during the day. And yes, the best riders, ultimately, do win. But the cars (even though it is they who, admittedly, attract the money from sponsors) cause problems.

Car drivers are jealous. It is as simple as that. They get upset when bikes beat them overall. Ever since 1968 when Gunnar Lindstrom and J. N. Roberts won overall in the Mint, the car drivers have desperately tried to win. And they've failed. So this year they gave the bikes a different course. And along with a different, more difficult course came other differences as well. Like no guaranteed purse. Instead, 60 percent of the entry as payback.

Result. Overall winners of the advertised \$100,000 Mint 400, Rolf Tibblin and Jack Johnson, won \$2700. *Between themselves.* Add some contingency money in there, and the trip still undoubtedly cost them both money. If they were not connected with a factory somehow, the race would not have been worth the trouble.

Car people demanding to win raises other problems. When cars and bikes race on the same course, the only answer — for the cars — is to have a course with outrageous speeds. In Baja, the cars are capable of well over 100 mph. But the rougher the course, the more the bikes win by. In this year's Mint, with separate courses, the answer to the car people's problem was simple:

by Don Phillipson



Champagne after the checker. Rolf Tibblin, ignoring his bandages, holds the victory bottle; Jack Johnson, in his bicentennial jersey, stands in the winners' circle for the second year in a row; and the Husqvarna rests quietly after ten hours and 59 minutes of work.



A. C. Bakken, after six hours of racing. A. C. was originally teamed with Mitch Mayes, but Mitch broke both collarbones pre-running the course. A. C. then teamed with Roeseler; they took second overall.

For the first time in the history of the Mint 400, motorcycles and cars ran on separate courses. For the first time in the history of the Mint 400, a car won the overall. Coincidence?

MINT 400

make the bike course rough, the car course fast. Compare the times at the end and the bikes will lose. Even though the courses were different, it'll sound good to the press and the fans.

Of course, even biker opinions varied on the subject. Larry Roeseler said after the race, "It was great. That's how a course should be — really tough. That way some berserk guy can't come out, hold it wide



Gene Cannady turned in one of the most impressive rides of the day. Starting at number 41 (one rider every 15 seconds), he came into the first check 32 miles out sixth overall physically and first overall by time. That means he passed 35 of the best desert riders in the world in under an hour.

open and hope to win."

Others predicted that no 125 would even finish. This wasn't too far from the case. Only two teams went the full 400 miles.

Other riders, not the absolute best, but still rated Expert in district competition, had different feelings. "I felt like a squid pre-running the course. It's rougher than a district Hare and Hound and four times as long." "We didn't want to switch every 50 miles, but we had to. No way can I race over that course for 100 miles at a time." These



Jack Johnson about 30 miles from winning the Mint 400. Jack also had pre-race problems with a partner, but no matter. He won overall for the second year in a row.



Al Baker, one of the favorites in this race, attempted to follow his Baja 1000 win with a victory in the Mint. Problems, both physical and mechanical, slowed his effort and prevented a to-the-wire race.

comments from the average Expert, that is, those who are supposed to make up the bulk of the competitors.

But no one complained as the race drew nearer. "Sure it's rough but I'm in shape." So 97 bikes lined up, the first one taking off at 7:30, Sunday, April 25. Every 15 seconds another would go. With a tight course, almost everyone was expecting the first 50 miles to resemble a mass start desert event. It did. Dust so thick it took all your concentration to pass. Just a couple of miles out, in the part of the course that was not pre-ridden by everyone because it had not been laid out, almost 20 riders lost the course. Minor havoc. Ride back or cut across country? Most rode back.

THE RACE

Thirty-two miles out, the first alternate gas check, and Jones/Binckley are physically in the lead. Four more low numbers come through, those who started first by time. Then Number 41, Gene Cannady, comes through sixth overall. He started nine minutes behind Number 5 and is seconds behind him now. Unbelievable. Baker takes over the Honda for a 50-mile stretch. Knapp, Roeseler and Tibblin all come into the pits seconds apart. Already the favorites have found each other and are dicing.

Cark Cranke was one of the lost ones, but is now very much on course, trying to make up time. Another of the 125cc favorites, Dick Miller and Mike Bell, are chasing the Cranke and Jensen team. Bell takes



Rolf Tibblin rides to his third Mint 400 win. He is the only man to have three overall wins: '72 with Bob Grossi, '73 with Mitch Mayes.



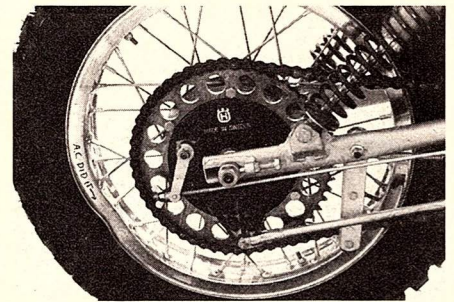
Opposite: Jack Johnson shows his Husqvarna's pucker power in the Mint 400.

over, but toward the end of the first loop bends the swingarm beyond repair.

Down the highway (the course organizers did a fine job for the spectators, the third check is a mile from the first check by the skinny part of the loop), the leaders are already coming back. Jones/Binckley are still leading physically and Jack Johnson has moved into second. By time it still looks like Baker has the lead, as he comes into this pit just behind A. C. Bakken. Quick gas and a change of riders and the start/finish pit is the next stop, 30 miles away.

Watching the riders from the freeway is amazing. Johnson is just off the highway on a twisty fireroad. We're doing 60 and barely keeping up. He passes under the highway and cuts across the valley, leaving us to watch only his dust. We stop at the last alternate check before the start/finish pit and find out that 30 riders have already dropped out, less than 80 miles of racing. Yeah, this is a rough one.

Less than 200 miles into the race



and there are still 29 riders within an hour (physically) of the leader, which is now Tibblin/Johnson. Twenty-nine riders who are good for at least 200 miles of absolute-all-out racing.

A few more hours go by. In terms of the race, one loop, two riders, 50 miles each.

Three hundred miles into the race. It's a three-way race for first now. Tibblin/Johnson are in the lead both physically and by time. Five minutes physically, and five minutes, 45 seconds on time. Roeseler and Bakken are next. But

Larry Roeseler at 7:35 Sunday morning, 15 seconds before his start. Roeseler was one of the few who liked the course: "It had to be rough so the best rider would win." Most people didn't see it that way.





Much of the course paralleled the freeway. Here we watched Jack Johnson across the valley, about 15 miles from the finish. Just a 70-mile-an-hour streak of dust in the sunset.



Pit action must be quick but thorough. Here, Gene Cannady gives the bike to Baker, while Bill Bell gasses it and Mike Bell adjusts and lubes the chain.



Al Baker was in some pain on the fourth loop.

because Baker and Cannady are only two minutes behind Roeseler and Bakken, they are, by time, in second — though physically in third. Another 100 miles to go, and what amounts to seconds between the three leaders. A flat tire, a crash, a fouled plug, will change everything.

Three hundred miles and the endurance of the leaders is showing. Fourth place doesn't come by until 29 minutes after Tibblin. It's Art Knapp and Bill Putman. First Senior, over 38 years old.

Fourth loop, close to 350 miles into the race. Four-thirty-three in the afternoon. Tibblin comes by. Thirteen miles later Roeseler pulls in. At this stage, 13 minutes is almost too much to make up, especially

considering the way both Tibblin and Johnson have been riding. It may just be a battle for second place.

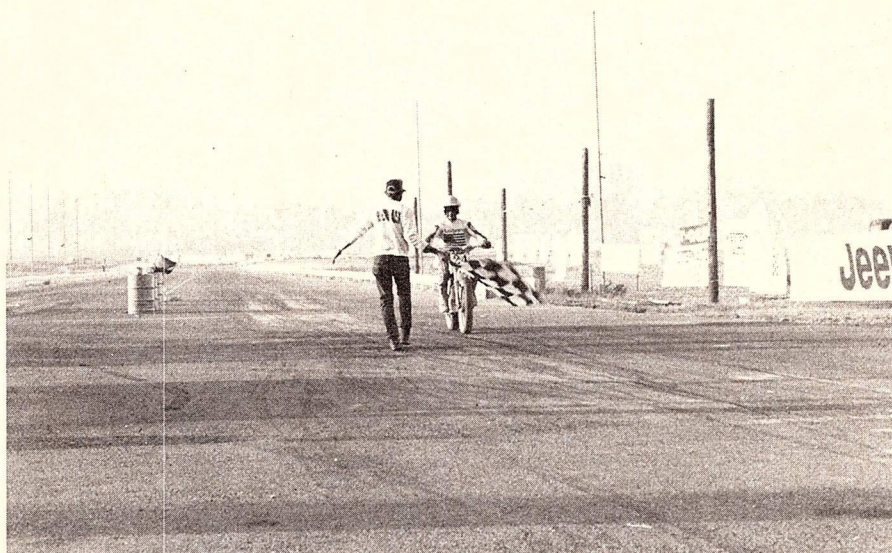
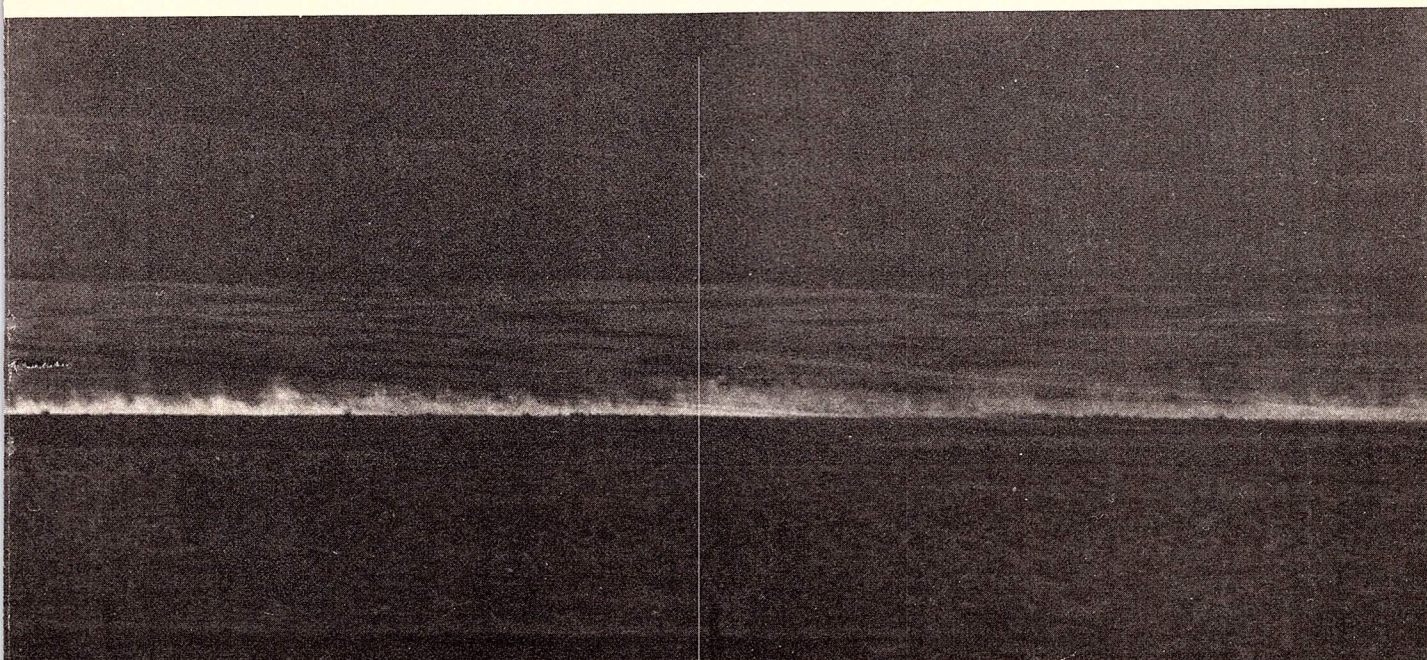
Waiting in the pits, word comes in that Cannady has been stopped in a sandwash. Forty-one minutes later Gene comes in. "Threw a chain. Had some problems fixing it."

That isn't the only problem for the Honda team. Baker has cramps. His insides feel like they are on fire, as though they are going to drop out. Gene decides that if Al will ride the next 50 miles, he will take the last 30 miles to the finish. Baker can hardly stand, but he gets on the bike anyway. Yeah, this is a rough one.

Toward the finish Johnson's dust can be seen across the valley. The sun is already going down. We cut



Art Knapp started racing at 39 and a few years later earned a District 37 Number One plate. For the Mint he entered the Senior (over 38) class and finished fifth overall, first Senior.



around the last mountain. Johnson follows the course through it. Bakken's dust can be seen several miles back. No problem now, unless it's the bike.

Standing at the finish line, Rolf Tibblin patiently waits. He is wrapped in bandages. "How did that happen?" Long uphill fireroad, very fast, very silty, hidden rock, over the bars sixth gear. Lost a few minutes but not the lead.

Johnson appears at the end of the long pavement straightaway and tucks in for the finish. Jack Johnson and Rolf Tibblin, First Overall. Second in a row for Jack, third time for Rolf.

Nine minutes, plus some seconds, later comes A. C. Bakken. Larry Roeseler has been waiting for his partner. They shake hands,

congratulate each other.

And the long wait for the rest of the finishers. Thirty-three minutes later Cannady finishes. An hour and 15 minutes behind the overall winner, fourth place Jones/Binckley comes in. Endurance tells.

Only 20 bikes finish all four loops. Five others finish with three loops. Tibblin has already been taken to the hospital for X-rays. We find out later that Baker has a ruptured bladder. He rode his last 50-mile stretch standing up.

And first overall split \$2700 plus some contingencies. Second overall, \$1700 plus some contingencies. Yes, the \$100,000 Mint 400 *could be* the best off-road race in the world. But as it stands now, it's just an excellent example of how to win without winning.

An excited, almost hysterical crowd of thousands had to be forcibly restrained from tearing off Johnson's clothes as he took the checker, proving that the Mint 400 is what racing glamor is all about.

RESULTS

Pos. No.	Names	Bike	Time	Pos. in class
1	24 Johnson/ Tibblin	HUS	10:59:57	1-Open
2	21 Roeseler/ Bakken	HUS	11:09:21	2-Open
3	41 Cannady/ Baker	HON	11:42:42	3-Open
4	5 Jones/ Binckley	YAM	12:15:02	4-Open
5	15 Putman/ Knapp	HUS	12:41:90	1-Sen
6	48 Bonty/ Kyger	YAM	12:51:69	1-250
7	28 Switzer/ Knudsen	YAM	13:02:72	2-250
8	59 Durham/ Ahern	PEN	13:18:82	3-250
9	43 Kirker/ Harden	HUS	13:20:29	4-250
10	1 Anglin/ Arbogast	HUS	13:24:48	5-250
11	23 Cranke/ Jensen	PEN	13:30:91	1-175
12	30 Lee/ Subith	YAM	13:33:27	6-250
13	73 Vick/ Ussery	HUS	14:16:19	2-Sen
14	88 Gaetz/ Reider	YAM	14:52:02	3-Sen
15	27 Loomis/ Guio	HUS	14:53:25	4-Sen
16	86 Ewing/ Sloan	YAM	14:53:56	5-Sen
17	91 Nickell/ Stevens	HUS	14:57:23	7-250
18	34 Conrad/ Thomas	YAM	14:59:86	5-Open
19	71 Gaskill/ Bolton	C.A	15:35:50	2-175
20	44 Coulter/ Hatfield	PEN	15:41:85	8-250
(the last five finishers completed only three of the four loops)				
21	10 McCall/ Hansen	YAM	10:27:57	6-500
22	60 Fuentes/ Bennett	HUS	10:43:01	7-Open
23	49 Welch/ Davis	C.A	11:53:49	3-175
24	70 Mahoney/ Mahoney	PUC	13:13:37	4-175
25	8 Maxwell/ Klohr	PEN	15:20:92	5-175

FLICKERING SADDLES

SHOOTOUT: HONDA XL125 vs. KAWASAKI KE125 vs. SUZUKI TS125 vs. YAMAHA DT125. GOT THAT?

by the Staff of DIRT BIKE



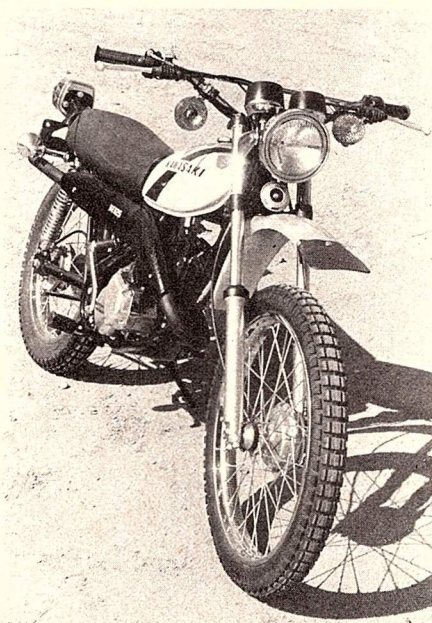
Well, it's that time of the year again, time to vent the editorial spleen on every motorcycle junkie's favorite whipping boy: the 125cc foo-foo bike. Or, "dual-purpose motorcycles," "street/trailers" as the industry likes to call them. It's always a fun occasion. Your fingers curled into a penetrating sneer, you hunch before your typewriter, Roget's All New Thesaurus at the ready, eager to decimate the thin line between adjective and invective. *Preposterous*. That's a good one.

Scum bag — a little anachronistic, but it has flare. "*We'd laugh at these things if we weren't so bruised from falling.*" Nice. It serves the double purpose of putting down the bikes and implying that that's the only reason your staff ever falls.

It happens every year, as predictably as Hubert Humphrey's candidacy for president. And the factories don't even notice, don't even seem to wince at what the press is saying about their machinery. Why should they? They've heard it

"I'm not sure that I really ever rode the thing. But maybe I did. Then again. . . Oh, I remember. Wasn't that the blonde from Pacoima?"





Tucked-in front turn signals on the Kawasaki were a definite plus. The seat was hard, and soon had that sacked-out feeling.

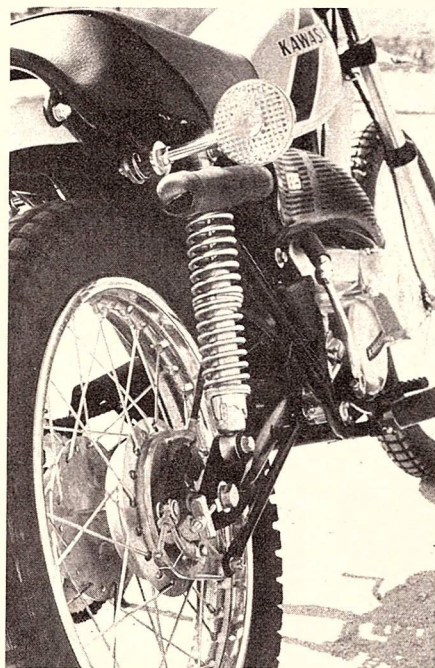
all before. And they're selling a million of them.

Which, perhaps, should give all concerned pause. If dual-purpose motorcycles, foo-foo bikes if you will, are so awful, useless and self-destructive, why are so many people buying them? And what do they do with them? And is it legal?

WE LAUGHED WHEN WE SAT DOWN TO PLAY THE PIANO

Mostly, although we can't help reflecting that Honda's ad campaign bank robbers would have stood a better chance of getting away on the XL125 than they did on that silly street bike. Statistics on street versus trail use aside, apparently most people buy 125cc street/trailers simply to have fun on.

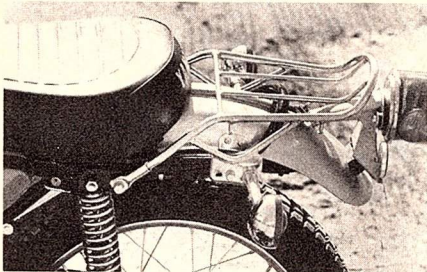
The hills and forests are full of people — young/old, male/female/indeterminate — in Levi's and work boots and God knows whatall,



It looks OK, but the KE's suspension was the most mediocre of the bunch.



The XL's snap-off sidecovers reveal typical Honda neatness and attention to detail. Extra fuses and the owner's manual are secured inside the cover.



If you're going to Pacoima, you'll be glad to know that the DT has a luggage rack.

spinning donuts and popping wheelies and generally carrying on in a manner which defies the moralistic ethic of the serious motorcycle rider — the guy who secretly sees himself atop a ridge at the Austrian round of the ISDT, or banging bars with Roger DeCoster somewhere in darkest Belgium. They don't care that their suspensions don't suspend, the instrument cluster weighs ten pounds and the weight bias is all wrong, any more than a zebra cares that Mr. Blackwell says that stripes are out this year. They're just out there to have a good time, with a minimum of preliminary expense, work, maintenance or worry. And they might want to ride that little mother to school or the corner store during the week. Give them Carl Cranke's ISDT bike and they'd rather stay home.

So here's what it's all about: utility. And fun. The question here

is, which of these bikes is the most useful? And the most fun?

WHAT'S THE LEAD CHARACTER'S MOTOR-VATION?

These bikes have a lot in common. For one thing, they all have engines. What they don't have in common is the number of strokes those engines take during each cycle, or the way in which the fuel is introduced into the cylinder so that it can be destroyed.

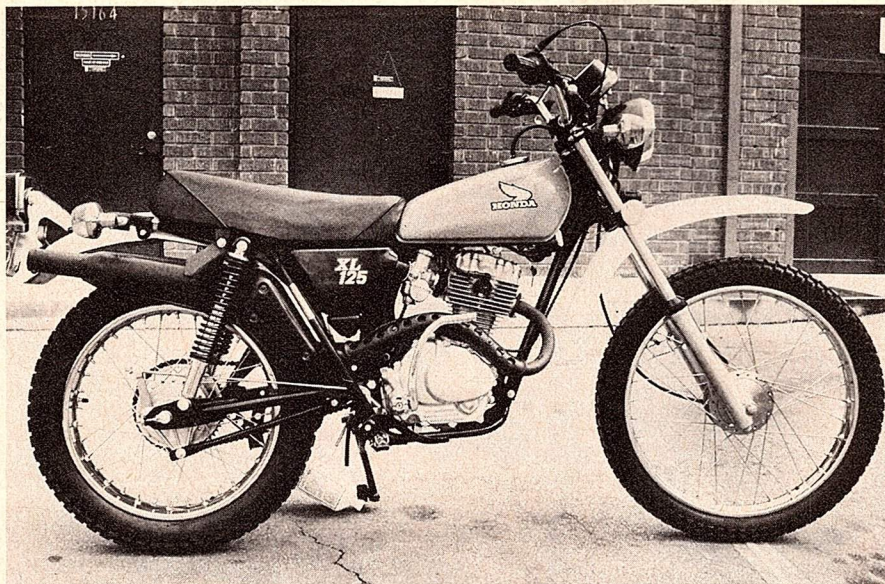
In alphabetical order, then.

HONDA: Four-stroke, single-cylinder, five-speed. You kick it to start. It has an up-pipe which curls around in rather giddy fashion, but which manages to stay out of the way. It is very quiet. The Keihin carb feeds directly off a well-sealed air box which seems adequate to the XL's needs. The four-stroke combination of low end grunt and pulling power made the Honda the best plonker and hillclimber of the bunch. Though its acceleration seemed a mite pokey, it didn't seem that way when the bike was actually drag raced against the other contestants. And we rode another stocker which was geared down a tooth and performed quite peppily. The XL's wide, unboggable powerband made it the most fun to playride. American Honda has experimented with an XL by adding a B.C.E. electronic ignition — a simple bolt-on and hook-up three wires operation. The modification was a winner.

KAWASAKI: Two-stroke, single-cylinder, rotary valve. Kickstarted. Up-pipe. The best of the two-strokes for riding on tight and twisty trails because of the reasonable amount of low end torque it develops. Can still be bogged. A pretty good hillclimber. Well waterproofed. Six speeds in the transmission to keep your foot busy. The KE shifts easily without the use of the clutch. Like all of the two-strokes, it has oil injection lubrication.

SUZUKI: Two-stroke, single-cylinder, piston port. Kickstarted. Downpipe with adequate rock guard. The TS is a buzzer. Suzuki's four-port scavenging system gives the bike more on top than any of the others, but it's also the most peaky. The motor doesn't really begin to pull until around 6900 rpm. It's probably the best bike for faster riding, but it's difficult to get up a steep, slippery hill. The least fun on





Honda XL125. Twice as many strokes.



The XL's four-banger powerplant made it a plonker's delight. It would go up most anything, with most anyone riding it. Nice pegs, decent suspension and it's not overly heavy, either.



Honda won the fork shootout easily, but rigid-mount turn signals were too vulnerable when crashing.

a twisty trail.

YAMAHA: Two-stroke, single-cylinder, piston port. Kick and electric start. Up-pipe with spark arrestor (ditto the others). Past DTs have impressed us as having the best low end power of any 125 street/trailer. The fact that this one didn't probably just means that the others have gotten better. Nevertheless, the Yamaha's power was quite acceptable within the limits of this category. Spectacular at neither end, it gets the job done. Testers debated the necessity and desirability of the electric start. Conclusion: totally unnecessary, but some riders will no doubt appreciate the effortless starting — at least until they run down the battery. It is nice to have when you bog the engine in a tight spot. During our stream bed tests, the Yamaha was the only bike to be drowned out.

YES, WE HAVE SUSPENSION, BUT THE SPECIAL TODAY IS GROUND ROUND

HONDA: While writing about the suspensions of these motorcycles is a lot like writing about Evel Knievel's humility, the Honda's is the best of a decidedly mediocre bunch. That's simply because of its leading axle front forks, which are a cut above the rest. Because of these forks, the XL was more pleasurable and less damaging to ride, whether motocrossing or trials riding — or what passes for those activities on street/trailers. Oddly enough though, the XL was the worst of the bunch in the whoops. But all in all, our testers agreed that the Honda was the most

HONDA XL125

Price .. (approx. retail, West Coast)	\$796
Engine	Four-stroke, single-cylinder
Displacement	122cc
Bore & Stroke	56x49.5
Compression Ratio	9.3:1
Carburetion	Keihin
Standard Jetting	N/A
Horsepower	N/A
Clutch	Wet, multi-disc
Primary Drive	Gear; 4.055:1
Transmission Ratios:	
1)	2.769:1
2)	1.722:1
3)	1.272:1
4)	1.041:1
5)	0.814:1
Final Drive:	
Chain, #	428
15-tooth countershaft	
45-tooth rear sprocket	
Air Filtration	Wet foam
Electrics	Magneto, 6V
Starting	Primary kick
Lubrication	Wet sump
Recommended Fuel	Premium
Recommended Oil	Honda
Fuel Tank Capacity ...	1.7 gallons (6.91.)
Frame:	
Mild steel, single downtube, full cradle	
Suspension:	
Honda forks and shocks; fork travel	145mm (5.7 inches)
Wheels & Spoke	D.I.D
Tires:	
Front: Bridgestone	2.75x21
Rear: Bridgestone	3.50x18
Dimensions:	
Wheelbase	134cm (52.7 inches)
Swingarm length	45cm (17.7 inches)
Ground clearance	27cm (10.5 inches)
Bars, height	104cm (41 inches)
Bars, width	80cm (31.5 inches)
Pegs, height	26cm (10.5 inches)
Pegs, width	51cm (20 inches)
Seat height	79cm (31 inches)
Fork angle	31 degrees
Weight:	
229 total with one gallon of gas;	
Front: 96 pounds	
Rear: 133 pounds	
Brakes:	
Front: Cable-operated standard drum	
Rear: Rod-operated standard drum	
Instruments:	
Speedometer, turn signals, horn	
Lights	Yes
Silencer	Yes
Spark Arrestor	Yes, Honda-Krizman
Parts Prices:	
Piston	\$5.96
Rings	\$5.40
Clutch cable	\$4.20
Brake pedal	\$6.20
Turn signal (one-rear)	\$6.10

stable and predictable motorcycle of all.

KAWASAKI: The KE's suspension got the consensus nod as all-around most mediocre. This was especially true of the front end, which liked to tuck and dive if the rider wasn't on the gas. And hard application of the front brake led to quick and intimate familiarity with the local terrain.

KAWASAKI KE125-A3

Price .. (approx. retail, West Coast) \$789

Engine:

Two-stroke, single-cylinder,
rotary valve

Displacement 124cc

Bore & Stroke 56.0x50.6

Compression Ratio 7.0:1

Carburetion Mikuni VM24SS

Horsepower 13 at 6500 rpm claimed

Clutch Wet, multi-disc

Primary Drive Gear, 3.14:1

Transmission Ratios:

1) 2.60:1

2) 1.69:1

3) 1.25:1

4) 1.00:1

5) 0.84:1

6) 0.75:1

Final Drive:

Chain, #428

14-tooth countershaft

50-tooth rear sprocket

Air Filtration Wet foam

Electrics Battery, 6V

Starting Primary kick

Lubrication Superlube oil injection

Recommended Fuel Premium

Recommended Oil Kawasaki

Fuel Tank Capacity ... 1.8 gallons (6.71.)

Frame:

Mild steel, single downtube, full cradle

Suspension:

Kawasaki forks and shocks; fork travel

140mm (5.5 inches)

Wheels & Spokes ... Takasago steel rims

Tires:

Front: Nitto 2.75x21

Rear: Nitto 3.50x18

Dimensions:

Wheelbase 135cm (53.1 inches)

Swingarm length 43cm (17 inches)

Ground clearance 25cm (9.8 inches)

Bars, height 104cm (41 inches)

Bars, width 82.5cm (32.5 inches)

Pegs, height 28cm (11 inches)

Pegs, width 46cm (18 inches)

Seat height 79cm (31 inches)

Fork angle 31 degrees

Weight:

224 total with one gallon of gas;

Front: 97 pounds

Rear: 127 pounds

Brakes:

Front: Cable-operated standard drum

Rear: Cable-operated standard drum

Instruments:

Separate speedometer and tachometer; turn signals and horn

Lights Yes

Silencer Yes

Spark Arrestor No

Parts Prices:

Piston \$11.40

Rings \$7.90

Clutch cable \$5.50

Brake pedal \$9.60

Turn signal (one-rear) \$10.20



Kawasaki KE125. Twice as many rubber footpegs.

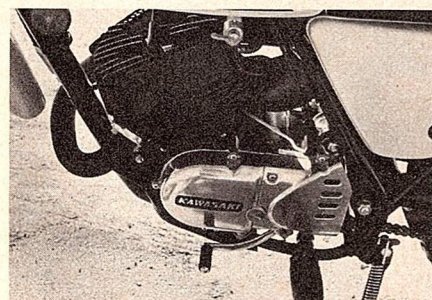
riders couldn't separate it from the others — with the exception of the Honda front end. Like all of the two-strokes, the TS didn't track very precisely in the sand, and tended to wash out in a tight turn at speed.

YAMAHA: The Yamaha is the heaviest of the group by 12 pounds (247 pounds), and has the greatest rear weight bias. Not surprisingly, it feels quite rear-heavy. The rear shocks are mounted slightly farther forward along the swingarm than are those of the other bikes, but there's no noticeable difference in performance. The forks bottomed out badly in deep whoops, even at slow speeds. And standing on the Yamaha can be uncomfortable — especially for smaller riders — because of the width of the seat.

DARE WE BREAK A TURN SIGNAL?

Accessory and auxiliary items are of more than passing importance on bikes like these. In common are held: spark arrestors, basic tool kits, trials tires (a necessary evil, but these are all unnecessarily mediocre), turn signals (we'll get to that), speedometers (featuring the incredible overkill of calibrations ranging from 80-100 mph) and the most monstrous taillights this side of a Department of Transportation rules-making session.

HONDA: Simple and uncluttered, the Honda instrument and lights package is among the best. It is the only bike to forgo the needless luxury (and additional weight and expense) of a tachometer, and while the rear turn signals and rear light are oversized and vulnerable to



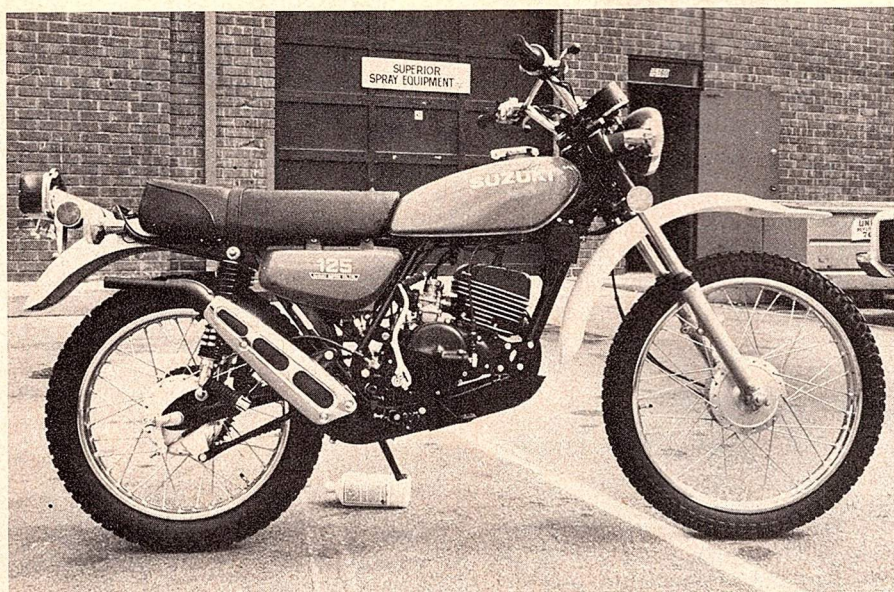
Kawasaki's rotary valve engine pulled well. The KE was the only bike with rubber pegs — not exactly a mark of distinction.

crashes, they're no more so than those of the others. However, Honda has chosen to mount the front signals on rigid stanchions running off the headlight bracket, and these are extremely vulnerable. The XL's brakes are only so-so. The rear chatters under hard braking, and the front is marginal. The speedometer has a resettable trip meter. There is a fork lock but no gas cap lock. The front fender is stylish and unbreakable, but too small, allowing mud to coat the engine. The ignition switch is below the tank where it's hard to reach, and the kill button is on the right side of the bars, where it does the least good (the other bikes share this particular bit of non-rider engineering). Pegs, levers and grips are nice items, and the levers have fitted accordion-rubber covers.

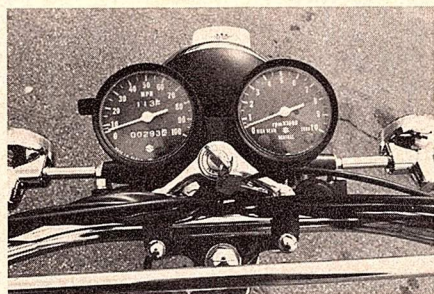
KAWASAKI: The KE has both a speedometer and tach, though the chance of over-revving seems relatively slight. Lights and turn signals are standard items, and the under-the-bars mounting of the front signals is a plus factor. But the KE was the only one of our test bikes

But... the crucial point is that the KE is really not appreciably worse in the suspension department than the other bikes. Just marginally.

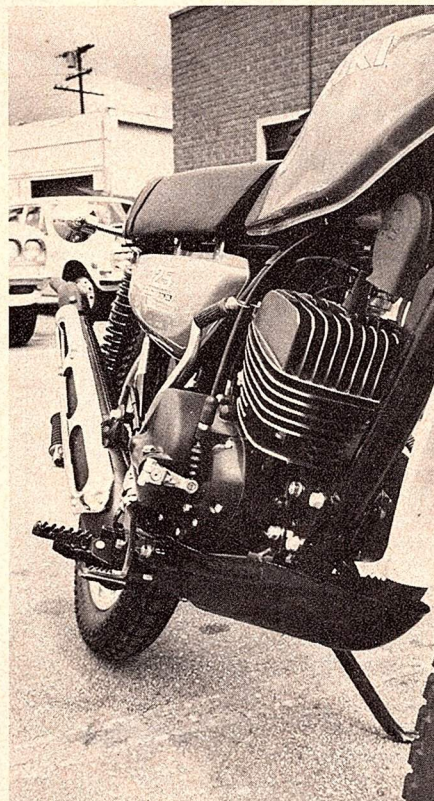
SUZUKI: The Suzuki was the lightest of the bunch, but it didn't feel like it. When asked about their impressions of the suspension, most



Suzuki TS125. Twice as orange.



Suzuki's instrument cluster was neat and easy to read, but signal lights stick out too far for comfort.



The Suzuki was the only bike with a low pipe, but that was well protected by the skid plate. It was also the only bike that came to us equipped with buddy pegs.

to sport — brace yourself — *rubber footpegs*. For shame. The Kawasaki's rear brake is cable-operated, as is the Suzuki's, while the others are rod-actuated. It didn't seem to make much difference. All chattered. The front brake was strong — a bit too strong for the forks. Otherwise: fork lock — yes; lever covers — yes; horn — yes; locking gas cap — no. The plastic front fender has a front mud flap, but is too short to completely protect the engine. There is a window in the left sidecover to allow for checking of the oil level. Rubber pegs. Arggggh.

SUZUKI: Speedometer/tach, the former with a resettable meter. The usual lights and signals in the normal sizes and configurations, but the Suzuki's front signals are also rigid-mounted off the headlight. There is both a fork lock and a locking gas cap. Buddy pegs are provided, and there is a heat shield for your passenger's tender leg. The front fender is the best of the bunch, extending farther to both front and rear. Good pegs and levers (no covers), and the seat is comfortable and fitted with a buddy strap. Oil tank, tools, battery, etc. are reached by unlatching the seat.

YAMAHA: Why, yes, we do have a tachometer, speedometer with resettable trip meter, handlebar-mounted ignition and tucked-in front turn signals. Pegs and levers are pretty decent, and there are lever covers and those same waffle grips that have been munching on tender hands for years. There is a viewing window for checking the oil level. There is a fork lock and a

SUZUKI TS125

Price .. (approx. retail, West Coast) \$795

Engine:

Two-stroke, single-cylinder, piston port
 Displacement 123cc
 Bore & Stroke 56x50
 Compression Ratio 6.8:1
 Carburetion Mikuni VM24SH
 Standard Jetting N/A
 Horsepower N/A
 Clutch Wet, multi-plate
 Primary Drive Gear, 3.563:1

Transmission Ratios:

- 1) 2.951:1
- 2) 1.900:1
- 3) 1.214:1
- 4) 1.000:1
- 5) 0.805:1

Final Drive:

Chain, #428
 16-tooth countershaft
 57-tooth rear sprocket

Air Filtration Wet foam
 Electrics Magneto with 6V battery
 Starting Primary kick
 Lubrication C.C.I. oil injection
 Recommended Fuel Premium
 Recommended Oil C.C.I.
 Fuel Tank Capacity ... 1.8 gallons (7.01.)

Frame:

Mild steel, single downtube, full cradle

Suspension:

Suzuki forks and shocks; fork travel 155mm (6.2 inches)

Wheels & Spokes ... Takasago steel rims

Tires:

Front: Bridgestone 2.75x21
 Rear: Bridgestone 3.25x18

Dimensions:

Wheelbase 132cm (52 inches)
 Swingarm length 43cm (17 inches)
 Ground clearance ... 25.5cm (10 inches)
 Bars, height 107cm (42 inches)
 Bars, width 82.5cm (32.5 inches)
 Pegs, height 30.5cm (12 inches)
 Pegs, width 47cm (18.5 inches)
 Seat height 81cm (32 inches)
 Fork angle 30 degrees

Weight:

220 total with one gallon of gas;
 Front: 96 pounds
 Rear: 124 pounds

Brakes:

Front: Cable-operated standard drum
 Rear: Cable-operated standard drum

Instruments:

Separate speedometer and tachometer; turn signals and horn

Lights Yes

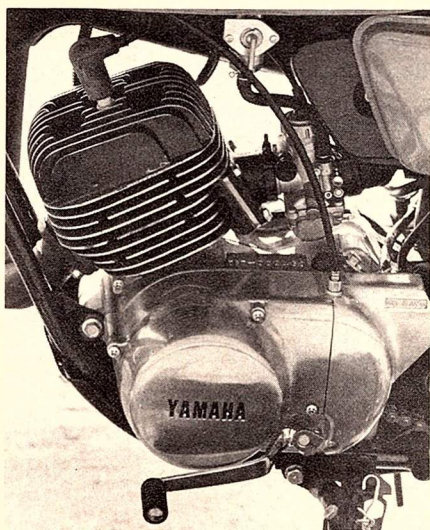
Silencer Yes

Spark Arrestor No

Parts Prices:

Piston \$8.63
 Rings \$5.58
 Clutch cable \$5.28
 Brake pedal \$7.64
 Turn signal (one-rear) \$10.58

locking gas cap. A lock secures the seat, which swings up to reveal tools, battery, etc. It is the only bike of our four which came with a luggage rack. The DT did not seem to be as well-sealed against water as the other bikes.



The electric start Yamaha was the heavyweight champ at 247 pounds. You pay for your pleasures.

WHO GETS THE BANANA?

If you've been paying attention, it won't come as any surprise to you that the XL125 got our vote as the most pleasurable bike to foo-foo on. There is actually not a great deal of difference between the four bikes, and the Honda wins the prize on the basis of its four-stroke engine and the job it does. It is the most adaptable bike to all kinds of terrain and



Tucked-in turn signals and a locking gas cap are part of the Yamaha's generally well-thought-out accessory package.



Yamaha DT125. Twice as electric.



And so, as the sun sinks slowly in the west, our enthusiastic test crew bids adieu to this fascinating foursome. Thanks guys, it's been fun. Guys? Guys. . .?

riding, and takes less effort to ride in difficult terrain — especially hills. It is the most stable and predictable of the four, and its better than average front forks give it a suspension edge. And, to the extent that it sounds at all, it sounds neat.

As George might say, "If it doesn't have four-strokes, why bother?"

YAMAHA DT125C

Price . . . (approx. retail, West Coast) \$789
Engine:

Two-stroke, single-cylinder, reed valve
Displacement 123cc
Bore & Stroke 56x50
Compression Ratio 7.1:1
Carburetion Mikuni VM24SS
Horsepower N/A
Clutch Wet, multi-disc
Primary Drive Gear, 3.894:1
Transmission Ratios:

- 1) 3.181:1
- 2) 2.000:1
- 3) 1.368:1
- 4) 1.000:1
- 5) 0.800:1

Final Drive:

- Chain, #428
- 15-tooth countershaft
- 45-tooth rear sprocket

Air Filtration Wet foam
Electrics . Battery, 12V; Hitachi generator
Starting Electric, primary kick
Lubrication Yamaha Autolube
Recommended Fuel Premium
Recommended Oil Yamalube
Fuel Tank Capacity . . . 1.8 gallons (7.01.)

Frame:

- Mild steel, double downtube,
- full cradle

Suspension:

- Yamaha forks and shocks; fork travel
- 151mm (6.0 inches)

Wheels & Spokes . . . Takasago steel rims

Tires:

- Front: Yokohama 2.75x21
- Rear: Yokohama 3.25x18

Dimensions:

Wheelbase 132cm (52.2 inches)
Swingarm length . . . 46cm (18.0 inches)
Ground clearance . . . 25cm (9.8 inches)
Bars, height 107cm (42 inches)
Bars, width 81cm (32 inches)
Pegs, height 28cm (11 inches)
Pegs, width 52cm (20.5 inches)
Seat height 80cm (31.5 inches)
Fork angle 32 degrees

Weight:

- 240 with one gallon of gas;
- Front: 105 pounds
- Rear: 135 pounds

Brakes:

- Front: Cable-operated standard drum
- Rear: Rod-operated standard drum

Instruments:

- Separate speedometer and tachometer; turn signals and horn

Lights Yes

Silencer Yes

Spark Arrestor . . . Yes, Yamaha-Krizman

Parts Prices:

Piston \$10.20
Rings \$6.20
Clutch cable \$3.80
Brake pedal \$6.46
Turn signal (one-rear) . . . \$9.60

*Ossa does it differently,
and without Mick.*

OSSA 350 MAR

Polaroid is down to 35¼. The Baz has his cast off. Barney von Oosterhooft won the Odiebolt 500 24-hour tractor race. All this info to spare you the usual opening blurb that would be telling you how Mick Andrews won the European (world) observed trials championship on a 250 Ossa in 1971 and 1972, and that MAR means Mick Andrews Replica, even though Andrews moved to Yamaha in 1973. And how, even though it's called a 350, it's really not even a 305 — the most flagrant

by the Staff of Dirt Bike



Lane Leavitt came south for a State Championship round, stayed for some testing. Keep those letters coming for his question and answer column, folks.

exaggeration yet. Bultaco puffs their 350 by 24cc, Montesa enhances their new 348 by 38cc. That's enough intro. Did you know Chet may go to Florida to do a story on hunting alligators?

THREE YEARS LATER

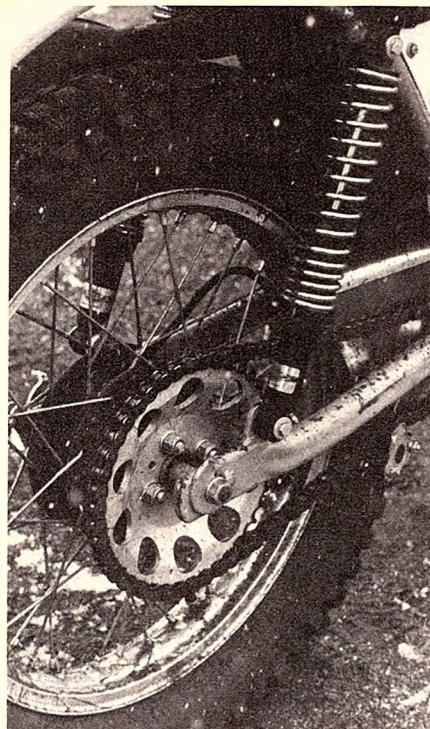
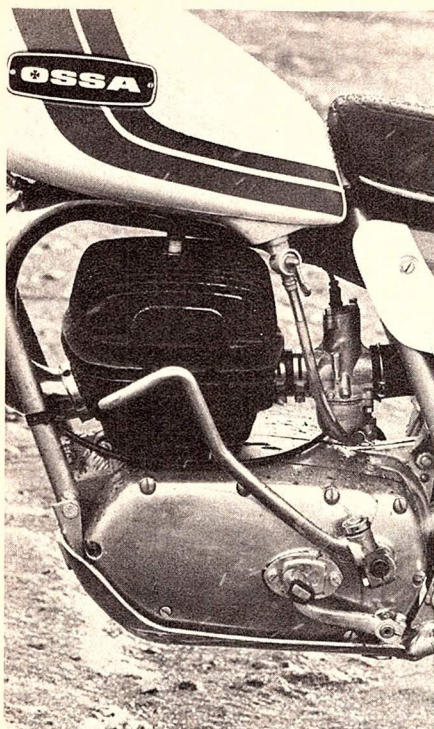
The 350 MAR is the first new Ossa trialer imported in three years. That's a long time to go with no new product. Why, three years ago the TL125 had just arrived as the first

trialer from Japan. Today Japan has seven models and the U.S. trials championship. Compare a '73 Sherpa to the current product, or the new 348 Cota to the 247 of a few years back. A lot of refinement there over a three-year period. Meanwhile, here's what the Clover Leaf People have been up to.

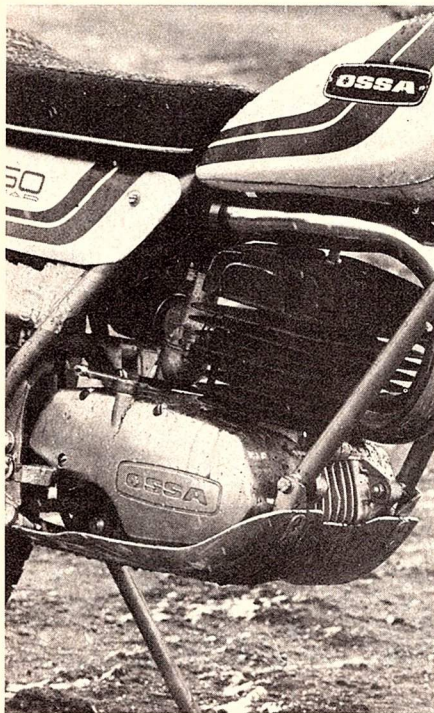
Displacement was upped from 244cc to 302cc by increasing both the bore and stroke by five millimeters, to 77 x 65.

The 27 IRZ carb was replaced with a 27 Spanish Amal.

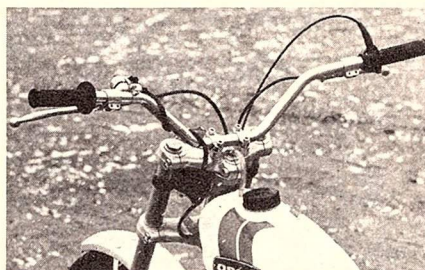
Gearing was changed slightly, the result of taking four teeth off the



Rear sprocket, aluminum, is still dished rather than straight cut, has lost four teeth to reduce chances of hitting a rock and derailing the chain. Straight cut sprockets are considered stronger. There are no numbered or slotted line-up marks on the cam-type chain adjusters.



Alloy shift lever cannot be rotated upward because of clearance problem with the kickstarter. As a result, it gets bent in rocks. Shifting is very stiff. Even so, a rock once shifted the bike from first to second gear. Surprise! Screw-in exhaust nut that secures chromed header pipe should be safety wired — it has a tendency to loosen up otherwise. Left-side kickstarter can be operated while sitting astride bike, is guided into kicking position without having to use the clutch. Starting stroke is short, easily clears the footpeg. The bike was a willing starter. Fiberglass particles from the gas tank clogged the petcock, but gas would flow in reserve position. A can of Pro-Tech Tank Sealant is a good idea for any glass tank.



Kill button was not hooked up, and wiring attempts failed to produce a functioning kill system. Hand grips are hard, particularly for the bare-hand riding some prefer. There's a fork lock up front on the right side. Note that the bars are clamped ahead of the steering stem on the Ossa, unlike the Sherpa arrangement (behind the stem). Throttle cable routing on our bike found exhaust trying to melt the cable.

rear sprocket. Now it's 11/42, 3.82. It used to be 12/46, 3.83.

Second gear's transmission ratio was lowered from 3.24 to 3.46.

The bottom shock mount was moved forward slightly. Additional travel in the new Betor shocks ups the rear wheel travel from 3.7 to five inches.

The new Betor forks offer six inches of travel, an inch increase. The fork legs come from the Phantom motocrosser, but are turned down to save weight.

Brake shoes are bigger, 122mm x 30mm, with the motocross brake used up front.

An aluminum skid plate replaces the fiberglass protector.

The swingarm has been lengthened by 3/4-inch. Average wheelbase measurement is 52.5 inches. The old bike was 51 inches.

The left side panel has a tool kit compartment, reached by removing one circular plastic nut.

Paint styling is now green and red striping on white.

Gas tank capacity was increased to 6.25 liters (1.6 gallons).

Tires are still Pirelli, but are now the much-praised MT13s.

Rims are still Akront, but the shoulders are gone.

ALUMINUM ANYONE?

Ossa claims a dry weight of 87 kilos or 191 pounds. Perhaps they weighed theirs without oil, lights, horn and speedo. We came up with 211.8 pounds with a full tank. That figures out to 201 pounds with an empty tank. That makes the lighted Ossa the same weight as the 350 Sherpa, which has a chrome moly frame and swingarm. Ossa uses heavier steel, but still comes up with a bike that's lighter in lightless competition trim by using a lot of aluminum.

BIASED OPINIONS

What do some of the top riders in the nation think of the new Ossa? Here are some comments and impressions from factory support-type riders like Lane Leavitt, Steve Darrow, Bob Nickelsen, Bernie Schreiber, Mike Griffiths and Debbie Evans.

"The suspension is pretty good. (By the way, did you know that the new Yamaha shocks are really excellent?) The Ossa front end feels too rigid. The steering stop has to be reduced for Experts, it won't turn as sharp as a Sherpa. It steers well, better than the old bike, particularly on the back wheel. The front wheel doesn't crab under like on the old bike. The chassis felt fairly good, it's not as rigid as a Sherpa because it doesn't have the bottom frame tubes. They went to wide motor mounts, which is good if you're going without the frame tubes. Lengthening the swingarm definitely helps it to hop onto stuff — I noticed the improvement climbing steps. The brakes are better, really

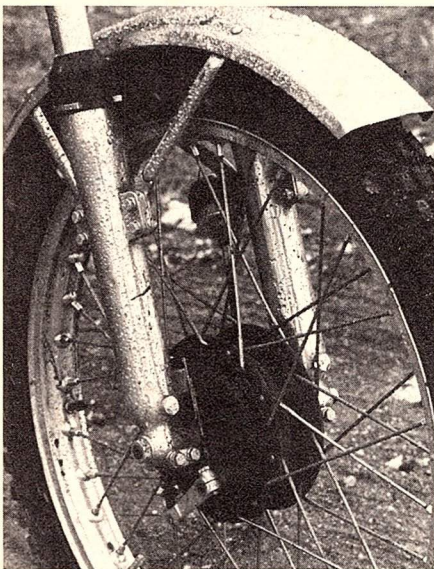


Bernie Schreiber tried the MAR on one of his favorite drop-offs. It's a long way down.

AUGUST 1976

predictable. They'd fade after hitting the water, but they'd come back to maybe 85-percent efficiency pretty quickly. Comfort is excellent in the seated position. The aluminum skid plate is a big improvement. It's stronger and it's curved, rather than straight, so the aluminum can slide across rocks more easily. The rear fender could be wider. I didn't care for the foot controls. It revs really well, better than the Sherpa, but it doesn't have the inertia effect of the Sherpa's heavier flywheel. It has excellent traction characteristics. In the rocks we could notice that it was wider and lower than the Sherpa. We'd scrape on rocks that we didn't touch on the Bul. They've changed the offset with the triple clamps. The steering head sticks up too high, you have to run low bars. It's a pretty decent bike, really."

"This one is better than I thought it would be. The engine pulls nicely. I like the high pegs. It doesn't turn as sharp as a Bul. The shocks have good



Fenders are aluminum. Forks are Betor. There's a speedo/odometer rubber-mounted off the left stanchion tube. Front fender has mud flap. Note that the Ossa forks are not offset, but rather run straight down to the front axle. Pinch bolts are new.

down damping; I don't care for the return damping or the forks."

"The shocks felt stiff for sections, were better than the Bul Betors for loop riding. I liked the forks. It doesn't turn sharp enough, the fork stops should be filed down — for Experts anyway. The motor was pretty good, good power. The brakes surprised me, they worked. It's got good Pirelli tires. The shifting is dumb."

"I really love that engine, the



Steve Darrow is aboard a Bul this year (Miller's of San Luis Obispo), after Yamaha dropped their factory team for '76. He wouldn't explain why his boots weren't buckled.

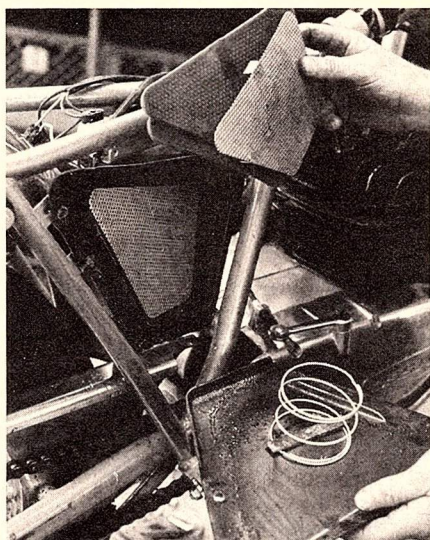
power's always there when you need it. It just keeps on running at low rpm and then when you turn it on, it goes. It's really neat to go up hills and gullies."

"The old bike had a problem with ground clearance and this one seems even worse, just banging and clanging along. I liked the suspension, but I liked the handling on the old bike better."

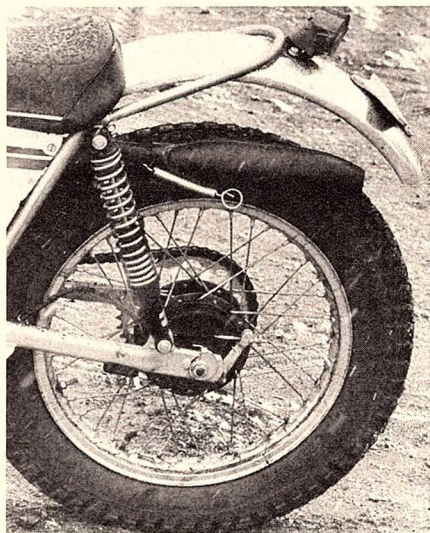
"I like the frame. It's strong, light and simple, and it has the best skid plate design in the industry. Their

CDI ignition is superior to anything else from Spain. That kickstarter in the way of the shift lever is really dumb. The bike is a little too wide. I'm not real happy with the front end geometry. I think there's too much rake in the forks. And offset axles and the bars either over or slightly behind the steering stem seem to be the way everybody's going. Except Ossa. The stock carburetion is still maybe a little rich in some of the circuits. If there's a good dealer in the area it can be a very competitive bike."

"It doesn't seem like it's a new bike. It has much more the feel of the old bike, with an engine job and lengthened swingarm. Put either of

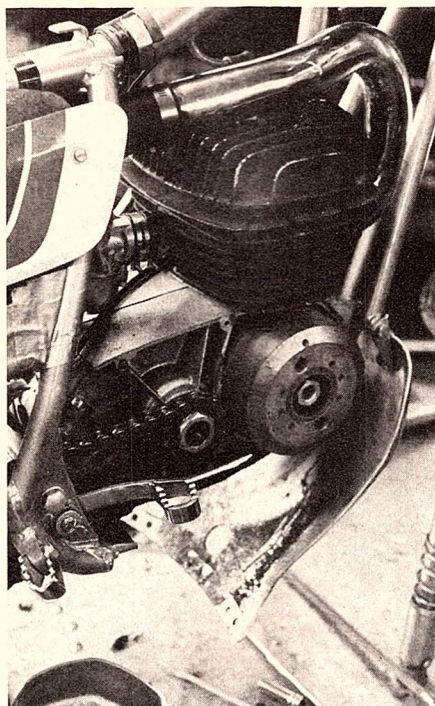


Two very thin foam filters fit between two perforated metal holders. Those perforations are quite small, but engine breathes OK. Two side panels, a pretty abbreviated white item which fits over a full-sized nondescript dark one, are held on by four slotted bolts, one of which also secures the fiberglass air box. Lining up the upper right bolt through two side panels, the air box slot and the frame tab takes some practice. The front air box mount had to be slipped inside the frame tab to get it to line up so that the inadequate (too short) tube running from the box to the carb could be slipped into position.

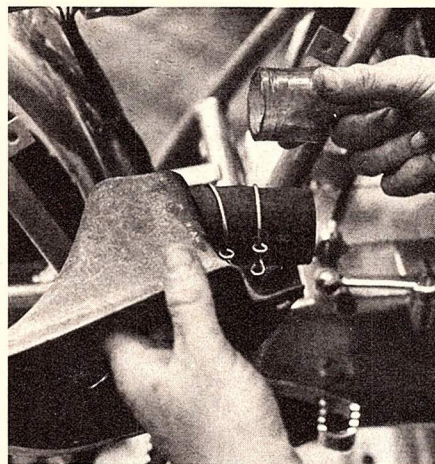


One spring secures silencer, which is noisy by trials standards. It can be switched around for an even noisier mounting. No approved spark arrestor. Taillight was taped after rubber slipped off one of the mounting bolts. The rear fender was raised some to provide clearance. Shocks are 41-767 three-way adjustable Betors, measuring 13 1/4 inches. They're held on by 10mm bolts. The seat is plush by trials standards, yet light, just 2.5 pounds due to the aluminum seat base. "Ossa" is embossed in the seat fabric. High, rear-mounted pegs give a "jockey" feel to the sitting position. Note the rubber stop on the bottom of the swingarm for the kickstand.

AUGUST 1976



Loosen two bolts up front and remove four at the rear and the bash plate can be swung downward. That's a Motoplat solid-state CDI magneto with direct AC lighting coil. Footpegs are folding, but not spring-loaded, could be beefed up some.



The first time we tried to clean the filter the air box fell out of the frame onto the floor. The inadequate clear hose had worked its way off the lip of the carb. The stock tube should be replaced with a longer piece, so that the air box may be properly mounted. That'll also prevent the carb from sucking unfiltered air. An alternative is siliconing the tubing to the carb so it can't work loose.

the top two riders on it and they could still win."

MORE MORTAL OPINIONS

"It revs faster than a Bul. That's neat getting up something, but when you come back down you don't have as much engine braking. In real tight turns you don't have to be as

concerned about overturning it to the stop and having it crab under."

"I don't care what the scale says, it feels heavier than a Bul."

"I think it's a better trailbike, because it accelerates faster, the lower gears are taller, and the shocks are a bit stiffer. You can hit things a little harder before you bottom out."

"The engine felt mushy at low rpm. It was smooth and it pulled, but it just felt strange."

HOME COURT ADVANTAGE

How about asking some Ossa riders what they think of the new bike? It's not the easiest thing to do. There are only a few left in So. Cal. trials, mostly in the Novice class. Not a single Expert. Three years with no new bike doesn't make for too big a following. We've already talked to Debbie Evans, who rode a 250 MAR before Yamaha put her on a TY175. How about Sherry Gregoire? She has a win in Novice competition, is closing in on the Amateur class competing on a 250 MAR. She rode the 350 in one of our local events. "There's a lot more power. You have to get used to it compared to the 250. The brakes are better. The handling and suspension are good. I'd like to get one if I could afford it."

SPANISH NUMBERS

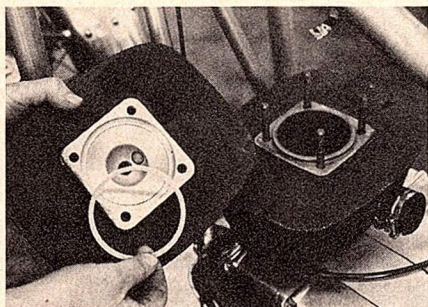
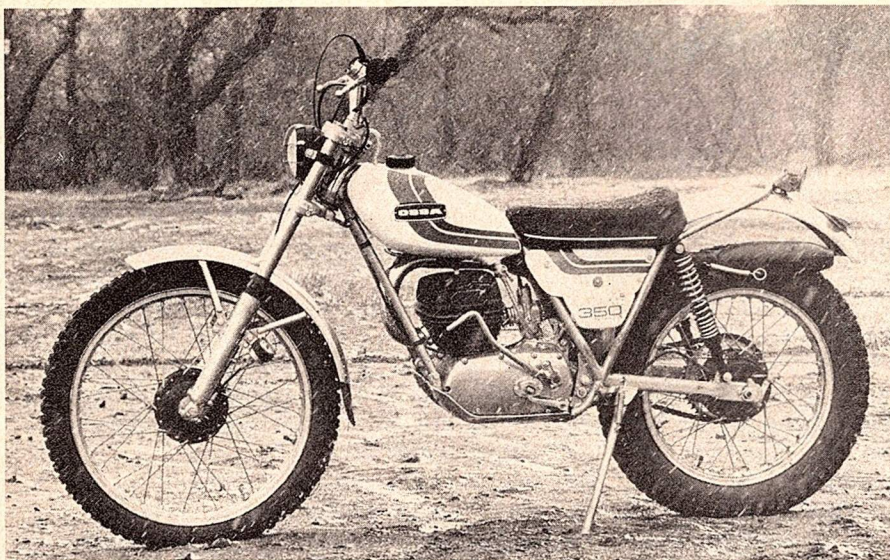
Here are some geometry measurements for the 350 MAR with the corresponding figures for the 350 Sherpa included in parens for comparison:

Wheelbase	52 1/2	(51-3/4)
Front axle to swingarm pivot	36-3/8	(35 1/2)
Front axle to bottom shock mount	50	(48)
Swingarm length	16 1/4	(16 1/4)
Front axle to footpeg	39	(36 1/2)
Footpeg height	14-5/8	(14 1/4)
Footpeg width	17	(17 1/4)
Frame width at pegs	10-3/8	(10)
Front axle to crank center	26 1/4	(24-3/4)
Measured fork angle	29	(27)
Ground clearance, front	11 1/4	(11)
Ground clearance, rear	10 1/2	Miura plate)
		(11 1/4 Miura plate)

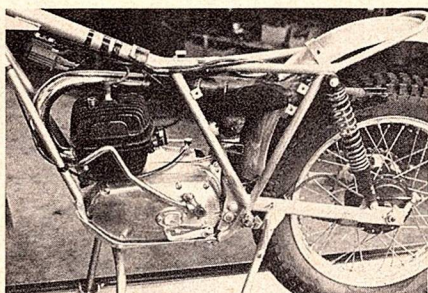
The Ossa has the widest transmission ratio spread of the three Spanish bikes, 4.31 to 1.00. Buls range from 3.79 to 1.00, the 247 Cota from 2.60 to 0.71. The Ossa has the tallest primary gearing (2.26) and drive gearing (3.82). Overall gearing (primary x drive x transmission) ratios, with the Bul and then the Montesa shown in parens:

1st:	37.2 (37.7, 33.1)
2nd:	29.9 (29.0, 26.5)
3rd:	20.7 (22.5, 20.9)
4th:	14.0 (13.7, 15.0)
5th:	8.6 (10.0, 9.0)





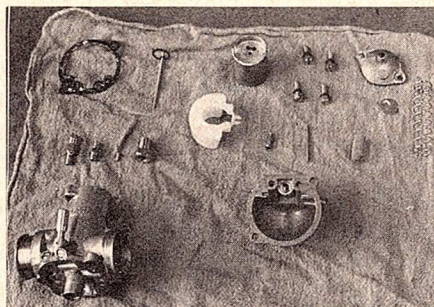
Same four-hole porting as the old 250, with a 5mm increase in both bore and stroke. Note the aluminum head gasket.



Two bolts hold on gas tank. Two bolts and front tab secure the seat. Notice the rear brake shaft just under the swingarm bolt. Notice also the experimental translucent plastic carb first seen on the Ossa Phantom. It reduces engine and exhaust noise considerably.

SUMMAR-OSSATION

It's a better bike than the old 250 that won the European (world) championship in '71 and '72. More power, more torque, decent brakes. The steering has been slowed down to make it more manageable, especially for Novice/Amateur class riders. There's more suspension travel, more stability. Old Ossa owners, or young owners of old Ossas, all loved the engine. Couldn't say enough nice things about it. It's



Disassembled carb. We had to remove the carb's top adjustment nut to get enough slack in the cable to make a no-idle adjustment. The Ossa Amal doesn't have a spillage slot cut to allow faster fuel flow to the float bowl. It also appears to have a four-stroke rather than a two-stroke spray bar. Stock jetting is 140 main, 25 pilot, 106 needle, clip in the middle position of a U needle. This was satisfactory for us, although not quite "spot-on." Two other publications had test bikes that required jetting changes to correct an overrich problem: a longer X needle and a smaller 130 main jet. Checking with the distributor, we learned that those two bikes were not set up by the trials technician.

definitely a competitive machine.

The MAR is an expensive motor-cycle. Using suggested retail, it lists for more than a Sherpa, about as much as the new Cota. The bike offers an alternative for those who just don't take to the Sherpa or Cota, and yet want a Spanish competition bred bike. But it seems more an update than a brand-new motor-cycle. That means it has to buck the overall newness appeal of the 348 Cota and the what-when-and-if mystique of the 300 Honda among those wanting something other than the sales leader Sherpa. Still, for those hooked on the Ossa approach, there is now a better bike to climb aboard.

OSSA 350 MAR

Price (retail, approx.) \$1595

Engine Type:

Two-stroke, single-cylinder

Displacement 302cc

Bore & Stroke 77mm x 65mm

Compression Ratio N/A

Carburetion 27mm Amal

Jetting:

140 main, 25 pilot, 106 needle,
clip middle position — U needle

Spark Plug:

Champion N-9Y or N-4G, NGK BP-7E

Clutch Wet, multi-plate

Primary Drive 2.26:1

Transmission Ratios:

1) 4.31:1 (37.2 overall)

2) 3.46:1 (29.9 overall)

3) 2.40:1 (20.7 overall)

4) 1.62:1 (14.0 overall)

5) 1.00:1 (8.6 overall)

Final Drive:

520 chain, 3.82 ratio

11-tooth countershaft

42-tooth rear sprocket

Air Filtration:

Oiled foam — 2 elements, 2 screens

Electrical System ... Motoplat electronic

Lubrication Pre-mix

Recommended Fuel Premium

Recommended Oil Full Bore 32:1

Fuel Capacity ... 6.25 liters (1.6 gallons)

Frame:

Steel, double downtube, engine
integral part of frame

Suspension:

15.9cm travel (6 1/4 inches) Betor forks

12.7cm wheel travel (5 inches) Betor
shocks (41-720)

Wheels & Spokes:

Akront shoulderless aluminum
(1 front rimlock, 2 rear)

Tires:

Front: 2.75x21 Pirelli MT13 Mototrial

Rear: 4.00x18 Pirelli MT13 Mototrial

Dimensions:

Wheelbase 133.4cm (52 1/2 inches)

Swingarm length ... 41.0cm (16 1/4 inches)

Ground Clearance: 26.6cm (10 1/2 inches)

Bars, width 81.3cm (32 inches)

Bars, height 113.7cm (44 3/4 inches)

Pegs, width 43.1cm (17 inches)

Pegs, height 37.1cm (14 5/8 inches)

Seat height 77.5cm (30 1/2 inches)

Weight:

87 kg (191 pounds) claimed dry;

96.3 kg (211.8 pounds) actual with full

tank of gas; 45.8% on front wheel,

54.2% on rear wheel

Brakes:

Front: Cable-operated 122x30mm

Rear: Cable-operated 122x30mm

Instruments Speedo/odometer

Lights Yes

Silencer Yes, noisy

Spark Arrestor No

Primary Kick No

Warranty:

Motoplat and coil — one year;

rod (breakage) and cases — three

months; frame — two months;

gas tank and countershaft — one

month

Parts Prices:

Piston assembly:

\$29.48 (includes rings, circlip, wristpin)

Rings \$10.60

Clutch cable \$3.20

Cylinder \$120.64

Cylinder liner \$31.72

Shift lever \$7.31

Brake pedal \$13.62

Clutch lever \$7.25

Bash plate \$27.20

What to do if the suspension's killing you.

SUSPENSION TUNING

by Gunnar Lindstrom

Dear DIRT BIKE,

I have had a lot of problems with my front forks lately. I have been trying different fork oils, but how do I know when I have the right one? Do I just keep trying one after the other, and how do I know when I have the right one? Also, I would like to convert my forks to air forks to get smoother ride and more travel, and I was wondering how to go about it. My dealer says that the seals can blow out. And besides, my forks have little vent caps in them to keep pressure from building up. What can I do?

A DIRT BIKE reader.

The above letter represents a lot of the mail we get here at the DIRT BIKE offices, with various questions about suspension and suspension tuning. We wish we had time to sit down and answer all the questions in a serious manner, but we don't.

The number of bikes that go through our hands is truly amazing. So is our number of riding hours. Some distributors have even tried to limit the use of their test bikes in order to save themselves the embarrassment of a worn-out machine.

While testing, we've racked up considerable experience in the art of setting up bikes and making them work. Few bikes are really right in jetting and suspension when they are delivered to us, and besides, there are different strokes for...

Even though front and rear suspension are somewhat dependent upon each other to work correctly, we have chosen to cover them separately in this story. Keep in mind that we aren't working on an R&D level in this article, but merely trying to adjust what the factory and their test riders have supplied the bike with in order to make it work as well as possible for them.

THE FRONT FORK

There are basically only two adjusting possibilities on a front fork: the oil and the spring. As with rear suspension, there is a lot of work going on right now with forks. Very soon 250mm (ten-inch) travel forks

will be stock on most bikes, but the basic tuning idea will still be the same.

When riding, the forks should not bottom noticeably, at least not more than every once in a distant while. On the other hand, they should use all the travel for the heaviest bumps there are, so that you don't run around using only part of the travel. Most forks have a hydraulic slow-down device that stops the forks hydraulically just before they are to bottom with a metallic bang. The easiest way to find out how much of the travel is actually being used is to look at the ring of dirt that the seals have left on the fork legs after you come in from a practice session. It should be within 15mm of the maximum travel. (To find your *real* maximum travel, remove both springs and let the forks compress all the way, while the bike is standing on the ground. Now measure the distance between the seals and the fork crown, and subtract that number from the same measurement taken when the bike is blocked up on a stand. This is the method we use at DIRT BIKE when measuring test bikes, and it is the only correct way to do it.) In case you aren't using all the travel, it's time to go to thinner oil to see what that does for you.

That's easy enough. Going the other way is a little more complicated. If you currently are bottoming, you have two choices: either heavier oil, or more spring. With the spring you have two choices, too. A heavier spring can be installed, or you can preload the one you have by putting in a spacer on top of it between the spring and the fork cap.

Adding spacers can have two disadvantages, the main one being that if you compress the spring too much, it will not have enough room in which to function properly, causing coil bind. To get a rough estimate of the spring's compressed length, measure the distance between two of the coils and multiply by the number of coils in the spring. For example: there are 35 "openings" between the coils in the spring and they are each 7mm wide,

so 7 times 35 is 235, which is the maximum compression the spring can take. (If the spring is progressively wound you might have to measure each of the "openings" and add the total.) If the fork travel is "only" 200mm, you are on the safe side even after adding some spacers. But some bikes, for example the Suzuki RMs, are very close and can only take a maximum 10mm of extra preload, before the stock springs coil bind.

The second disadvantage of too much preload is that when having, for example, 5kg (14 pounds) of preload, the initial part of the travel will be very hard and the bike will be uncomfortable at slow speeds. A stiffer spring with no preload would work better in this respect, while still having the required resistance when fully compressed.

To illustrate this we have drawn a graph to explain the difference between preload and a heavier spring.

(It's a common misunderstanding that converting standard forks to air forks will increase the travel. This is not the case.)

The most common way to correct fork bottoming, though maybe not the best one, is to change to a thicker oil. This will prevent the forks from bottoming on *one* heavy impact, but will not prevent them from "packing" under braking with the front brake. Nor will it prevent bottoming from g-forces, as in going from a downhill to a steep uphill.

The balance between heavier oil and more spring is quite difficult to explain in writing. Luckily, most people never have to bother with it, since the factory has it all figured out for you, leaving you to select the right oil (unless, of course, the springs are collapsed from long and heavy use or are of inferior quality). Still, when having bottoming problems, using stock type oil, we would recommend going to a stiffer spring. Preloading the stock one might create new problems.

There are a number of fork kits on the market. We would like to recommend that you be careful when selecting one for your bike. The factory people who designed the forks on your bike were no dummies, and they designed a certain safety factor into them. To take the same

REAR END PROBLEMS

A properly designed rear suspension is very unlikely to give the rider any difficult tuning problems, mainly because there is only one thing to adjust: the spring preload. Most shocks have a preload cam that is used to adjust the preload pressure, therefore no spacers have to be used. On some shocks, however, a close look should be taken at the springs' compressed length so that they will not coil bind in the maximum preload position.

forks and simply extend them to achieve more travel, is to cut down on some of the qualities that were designed into them — like life and strength. To select a fork kit that offers 50 to 75mm (two to three inches) more travel than stock can be a costly venture. Some fork kits offer only a change in the dampening, or they increase travel by letting the forks slide *together* further. These are definitely the safe way to go. In any case, be very careful when buying something that extends the travel more than 15mm, and, in such a case, make sure that you have at least 100mm (four inches) of overlap (or engagement as some call it) in the extended position — not counting the seal area, of course.

One other fact about air forks. If your forks presently feel fine, converting them is not going to make you go any faster, it will only give you the possibility of adjusting your pressure to where it's right, but if the springs were right to start with. . . Running air forks is a whole new ballgame that requires patience and tuning experience. Most of the factory teams, by the way, have gone back to regular springs. Quote by famous Swedish motocrosser Thorake Ringberg: "I haven't seen a spring that has leaked yet."

For quite some time it was hard to find any shocks for long travel suspensions that would last long enough to be literally "worn out." Either they were good or completely blown out. Lately, there are some shocks available that have such strong internals, shafts, seals and bushings that the wear is so slow it will be almost impossible to notice. One indication can be that the rear is starting to bottom more than usual, or that it kicks back more than normal. Another way of noticing is to try a pair of new or guaranteed good units and see if there is any difference.

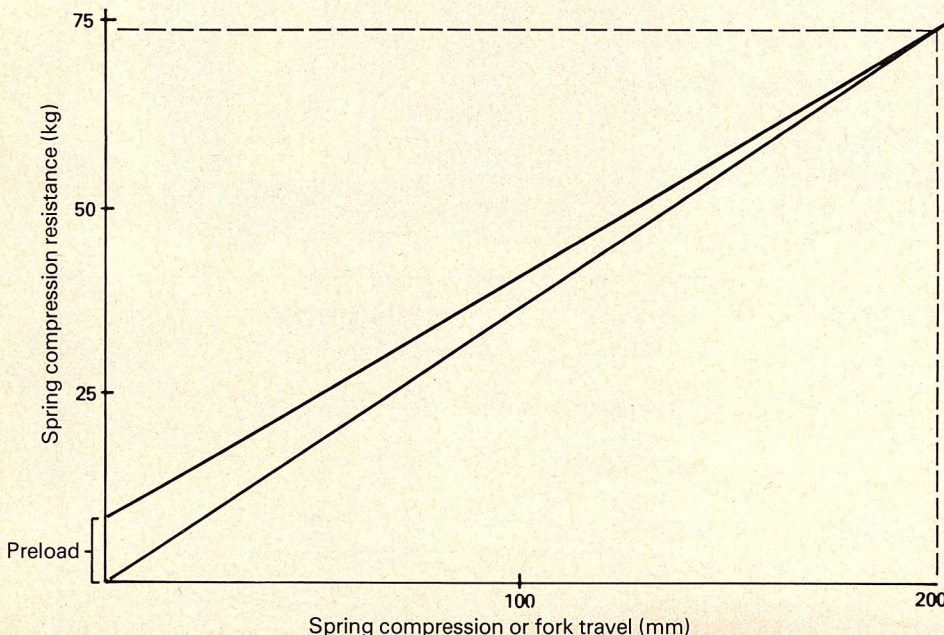
We are not going to go too heavily into the theory behind different types of dampening and its relation to spring rates. Just note that there are different dampenings for different shocks, and that therefore the same rider on the same bike will most likely use different rate springs with different brand shocks.



If your bike is bottoming, there is one of two things wrong with it. Either the springs are too soft, or the shocks are worn and the compression dampening is not as strong as it used to be, or possibly it's a combination of both. The springs are easy to preload, but with long travel suspension another problem has arisen. To cope with all the leverage put on the shocks, the springs have to be very stiff, which has made the ride rough during the first part of the travel. To solve this, some brands now offer a dual spring, where a weaker, short spring takes up the first part of the travel, and when it becomes coil-bound the heavy spring takes over. This makes for a smooth ride over the small stuff but still prevents the shock from bottoming at the heaviest landings. The so-called progressive springs actually have very little progression in them even if it sometimes might be enough to overcome a slight bottoming problem.

When trying to sort out a rear shock problem, you should first determine whether the shocks and springs are new, or if they have been on a bike for quite some time and are starting to get worn. Knowing the answer will make it quite easy to decide what to do.

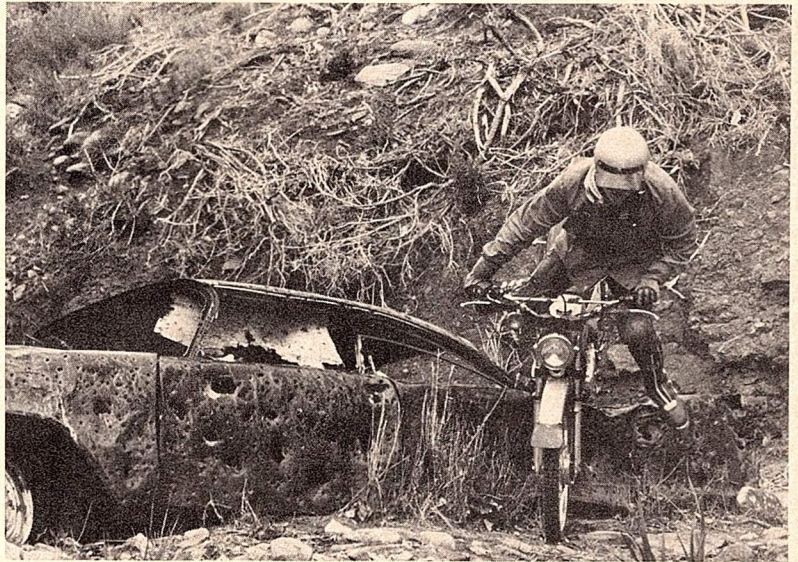
When tuning suspension, some thought about what is taking place with the various components will help a lot and make the proper correction a lot easier to decide on.



Drawing two springs on the same chart shows the difference between a preloaded softer spring and a not preloaded but harder one. Both have the same resistance at maximum fork travel but the preloaded spring is quite uncomfy during the first part of the travel. A small preload is usually required to support the weight of the bike so that the forks are not compressed when the bike is sitting on the ground, and the travel can be used on the track instead.

How To Ride

Slide to the front of the seat as you approach the fender. Do not blip the throttle as this can lift the front wheel, causing you to clear the tail fin. Shift your weight well forward; the front wheel will begin to drop. Remove both feet from pegs for dramatic effect. Retain a firm grip on the bars.



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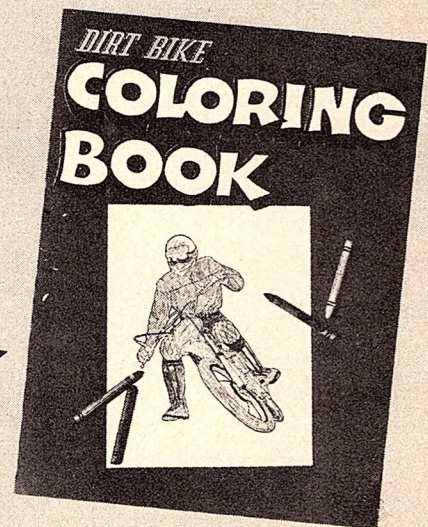
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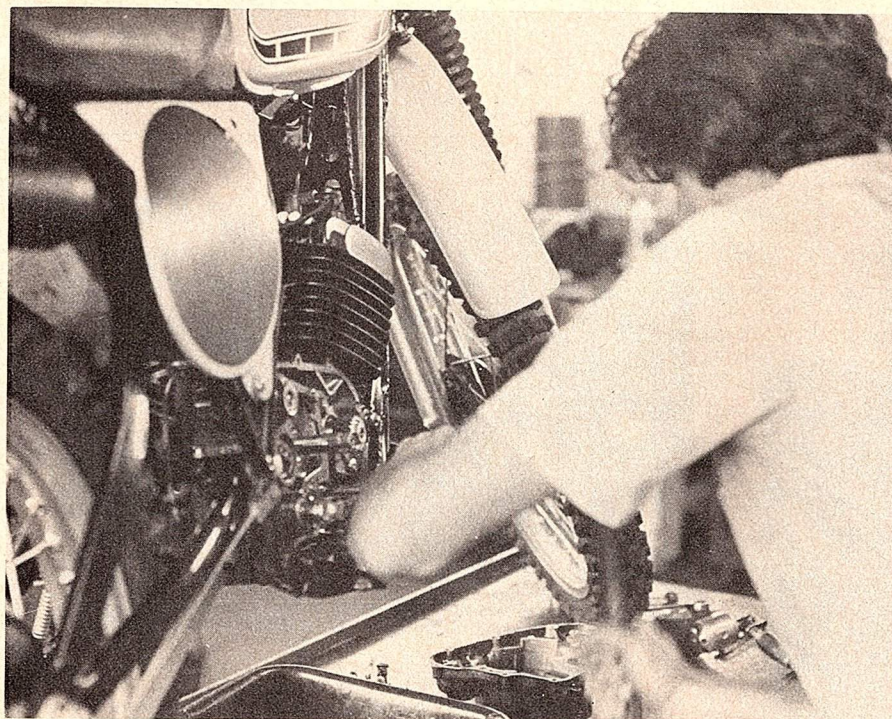
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Motion Development, Inc. 3345 Auburn Road Auburn Heights, Mi. 48057

A little gearbox surgery now can stave off the more painful kind later

EXORCISING THE FALSE NEUTRALS IN YAMAHA'S 100, 125, & 175 YZs

by Don Phillipson



Authorized Yamaha mechanic, John Lundgren of Granada (California) Yamaha, gave us lessons.

Yamaha monoshocks, in the past few years, have not only won quite a few races, but also have come down with some ailments. Some minor, some not so minor.

One of the minor ailments, afflicting especially the YZ125C, YZ100C and the new "X" models, is a sloppy gearbox. It won't actually break, but will miss shifts and finally go so far out of adjustment that it becomes a major nuisance. This needn't happen. There are a few simple parts to check for wear, a few simple modifications to make, and an easy adjustment to get the bike shifting perfectly. And to keep it that way.

First, assuming you've been destroying berms as you go off the track in a false neutral, here are the reasons for the faulty shifting. On the YZ "C" models, there is the old-style shifting arm. It moves on a rivet which is not as sturdy as it should be. The hole which the rivet goes through elongates with use, and shifting becomes sloppy. Further, the shift cam stopper has a roller which is 18mm in diameter. This is too big to fit snugly between the shift drum pins. Consequently, that shift cam stopper is not doing its job, which is to keep the shift drum from popping out of gear once a gear has been selected.

To fix: remove the shift cam stopper and grind down the stopper wheel, or roller, from 18mm to

16mm. Use a grinder, and make sure the wheel keeps rolling so that it retains its roundness. With the roller now 16mm, it will fit more snugly between the shift drum pins and so keep the bike from popping out of gear.

At this same point, to keep the roller between the pins more snugly, it is possible to shorten the spring which pulls the roller against the shift drum pins. Simply remove the spring and shorten to 28mm. Be sure to allow enough wire to bend and re-form a hook.

While you are checking for worn parts, remove the eccentric screw and check to see if it's bent. This is not common, but it does happen if the rider has a heavy foot.

On the new bikes, the "X" models (recognizable by their air forks), Yamaha has made some improvements. They have installed a heavier shift shaft assembly with a sturdier rivet. This should eliminate the rivet problem.

Also on the new models, they have replaced the shift cam stopper roller with a bearing. This bearing fits between the shift drum pins more snugly, and should take care of any missed shifts.

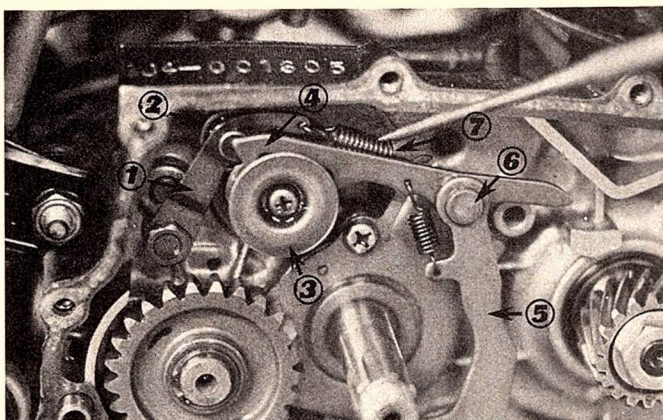
However, all bikes may eventually go out of adjustment, the older monos more than the new. So here is a step-by-step adjustment procedure for both the "C" and "X" model 100s, 125s and 175s.

First, remove the sidecase and, using a clutch holding tool, the clutch. Loosen the eccentric screw lock nut. Then shift the gearbox into third gear. When it is in third, wiggle the shift lever up and down to make sure that the lever has not stuck in an up or down position.

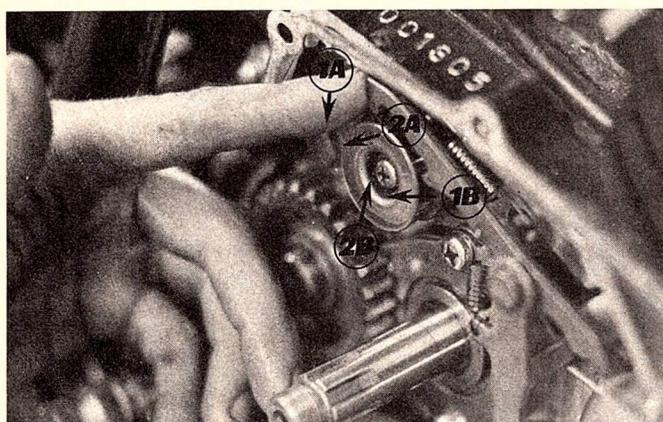
Now familiarize yourself with how the shift arm assembly operates. The shift arm hooks move the shift drum when the lever is operated. After a shift is made, the hooks are supposed to rest an equal distance from each shift drum pin. That is, the distance from the left hook to the left pin should equal the distance from the right hook to the right pin. (See picture.)

If this distance is unequal, then your gearbox is out of adjustment. To adjust, take a Phillips head screwdriver and turn the eccentric screw either clockwise or counter-clockwise so that the distance becomes equal. When you have done this, tighten the eccentric screw *while you hold the eccentric screw lock nut*. Then recheck the distance to be sure that you have not accidentally moved the position of the screw and consequently maladjusted the distance between the shift hook and the shift pin.

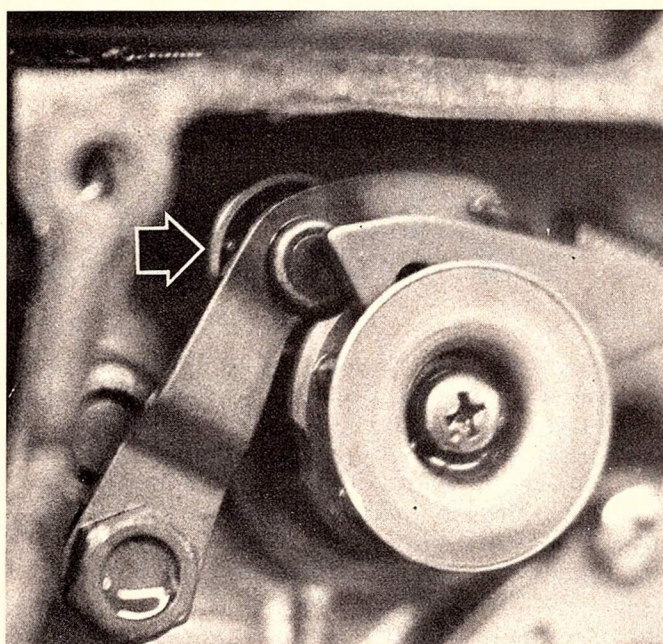
That's it. Reassemble. With your replacement of any worn parts, modifications if you so desire, and careful adjustment, your only racing excuse will be a weak right wrist.



Parts are labeled here for clarification:
1) shift cam stopper; 2) shift cam stopper roller, or on the newer models, bearing; 3) shift drum; 4) shift arm hook; 5) shift arm assembly; 6) shift arm assembly rivet; 7) shift arm assembly spring.

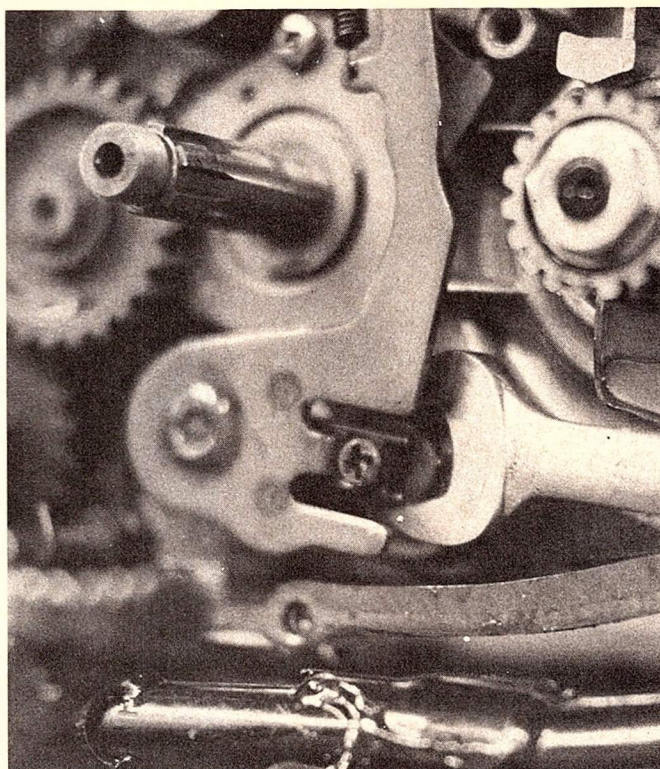


This is where the adjustment takes place. 1A, the shift arm hook, should be the same distance from 2A, the shift drum pin, as 1B is from 2B, the opposite hook and pin. Adjust with the eccentric screw.



A close view of the shift cam stopper. On the "C" models there was a roller. Arrow points to the bearing.

AUGUST 1976



Wrench is loosening the eccentric screw lock nut. Eccentric screw is the Phillips head screw.

TY175B/YZ125C MODIFICATION OF SHIFT CAM STOPPER

For riders who want more positive shifting action and do not object to a slight increase in required shifting pressure, the following modification is suggested.

PROCEDURE

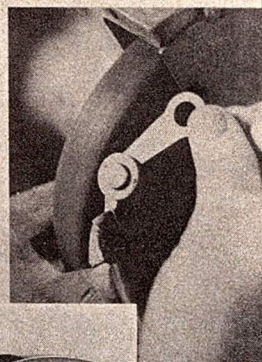
1. Remove R.H. crankcase cover and clutch assembly.
2. Remove shift cam stopper.
3. Reduce diameter of stopper wheel using the side of a bench grinder stone.

---CAUTION---

Make certain that stopper wheel constantly rotates while grinding so that the circular shape will be maintained.

STOPPER WHEEL DIAMETER:

STD.	18mm
MODIFIED	16mm



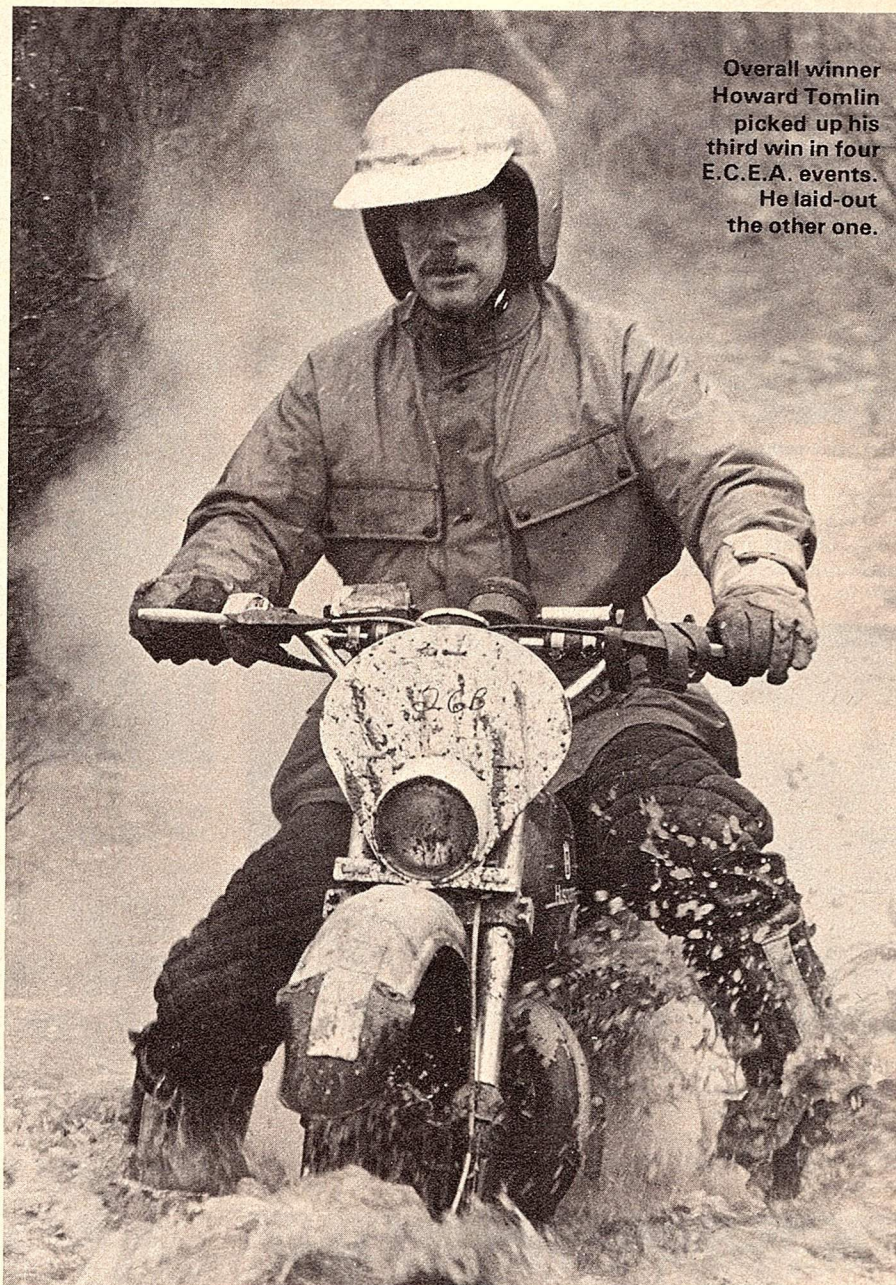
4. Shorten the stopper spring by bending the hooks at each end as shown.



WARRANTY

There will be no warranty on this procedure.

This is the stock shift cam stopper which needs to be milled from 18mm to 16mm. Yamaha instructions are offered by the factory, but they do not offer a warranty on the procedure.



Overall winner
Howard Tomlin
picked up his
third win in four
E.C.E.A. events.
He laid-out
the other one.

Giving The Fern the fern.

CURLY FERN ENDURO

by Davidson Harley

Photos by Rik Paul

The "plant run" drew a poor date this year: the week following a New Jersey National Enduro. It was like trying to sell a three-way massage to a guy who had just married a twin and was still having trouble telling them apart. Last year's Fern started 500 riders, and turned away 150. This one aimed only 330 onto the 100-mile course and one of them had to be dragged out of a sickbed by her ever-loving husband.

You can't blame the competitors,

for National points taste real good; it's just that a week later the bruises are just turning yellow, the scabs just beginning to itch and the motorcycle needs four hours' work and 32 bucks in parts. Maybe we can't always schedule the West Podunk ride-the-board and back up contest the week after a National, but let's not penalize a fine event that has been a National for many years.

East Coast Enduro Association top shoe Howard Tomlin took overall to



"Damn, I knew I forgot something!"



It's a job to beat your knobs in the central Jersey mud. Do-dah. Do-dah.

the surprise of no one at all; last week Howard couldn't ride because he laid out the second half of the course.

On part of the course, the South Jersey Enduro Riders' brilliant

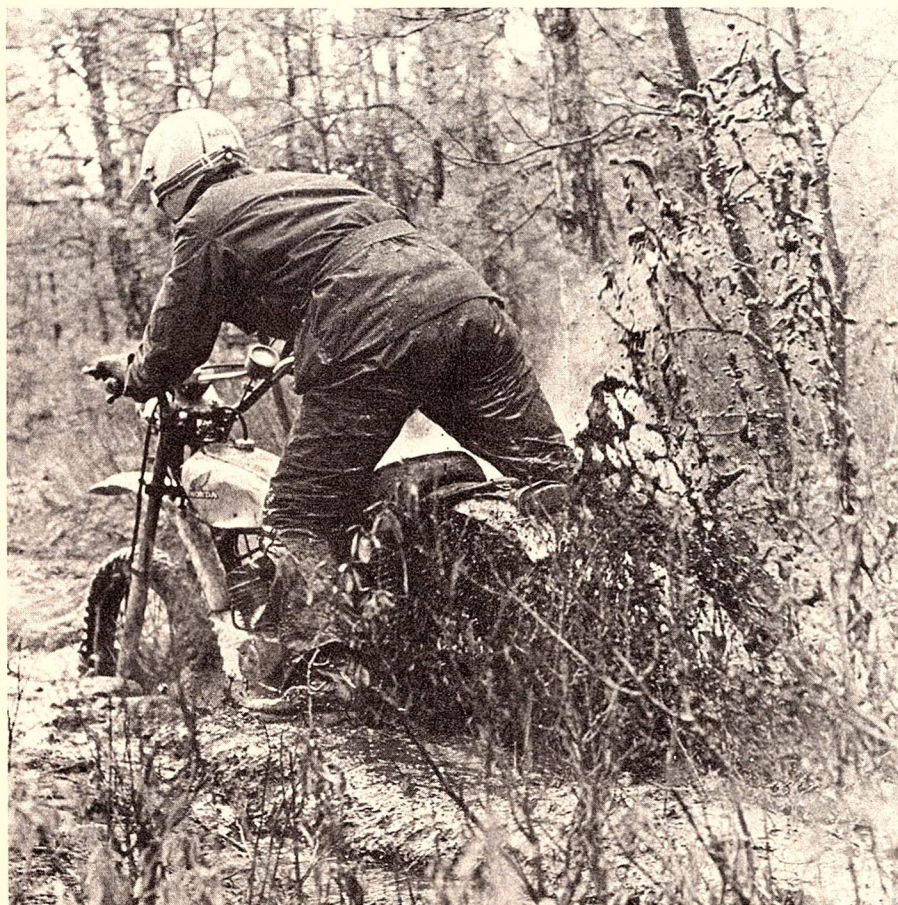
Da-Glo arrows were interspersed with lovely lavender arrows where a jeep club was using the same track. They say jeeps and motorcycles don't mix and it's true; the jeeps all got stuck. Bill (training wheels) Schemel

is making a novena in honor of Al Eames, hoping the Curly Fern doesn't get screwed again next year.

We hope it works, Bill, meanwhile — West Podunk, please, please, apply for a sanction.



"Say, aren't you Phoebe Zeit-Geist?"



Typical motorcycle enthusiast "going for it."

RESULTS

OVERALL: Howard Tomlin974
HIGH POINT A: B. O'Connor968
HIGH POINT B: D. Gugliemi962

LIGHTWEIGHT A

1 D. Shirey957
2 B. Simpson956
3 B. Evans956

MEDIUMWEIGHT A

1 W. K. Deal961
2 B. Glenn957
3 W. Ewan Jr.954

BANTAMWEIGHT B

1 D. Heider944
2 H. Ohaus939

MEDIUMWEIGHT B

1 R. Carpenter959
2 S. Ploucher953
3 K. Hoffecker952

MEDIUM LIGHTWEIGHT A

1 B. Brooks966
2 R. Mollenkopf966
3 L. Bowne II961

HEAVYWEIGHT A

1 E. Gullstad966
2 H. Adams965
3 B. Kenny965

LIGHTWEIGHT B

1 K. Yankowski955
2 C. Crouse951
3 J. Haines Jr.948

HEAVYWEIGHT B

1 P. Herman952
2 S. Hyde950
3 D. Gill949

SENIOR A

1 J. Madkiff965
2 T. Sparrow949
3 B. Bowen948

POWDER PUFF

Beth Cooper785

MEDIUMWEIGHT C

1 J. Heilig929
2 J. Scanny928
3 F. Heacock926

SENIOR B

1 J. Shunk934
2 J. Yankowski925
3 J. Batchelor920

LIGHTWEIGHT C

1 J. Burke921
2 R. Fehr913
3 P. Brey907

HEAVYWEIGHT C

1 T. Shallcross937
2 D. Rosetty929
3 R. Mathers922

FROM OUT OF THE PAST COMES...

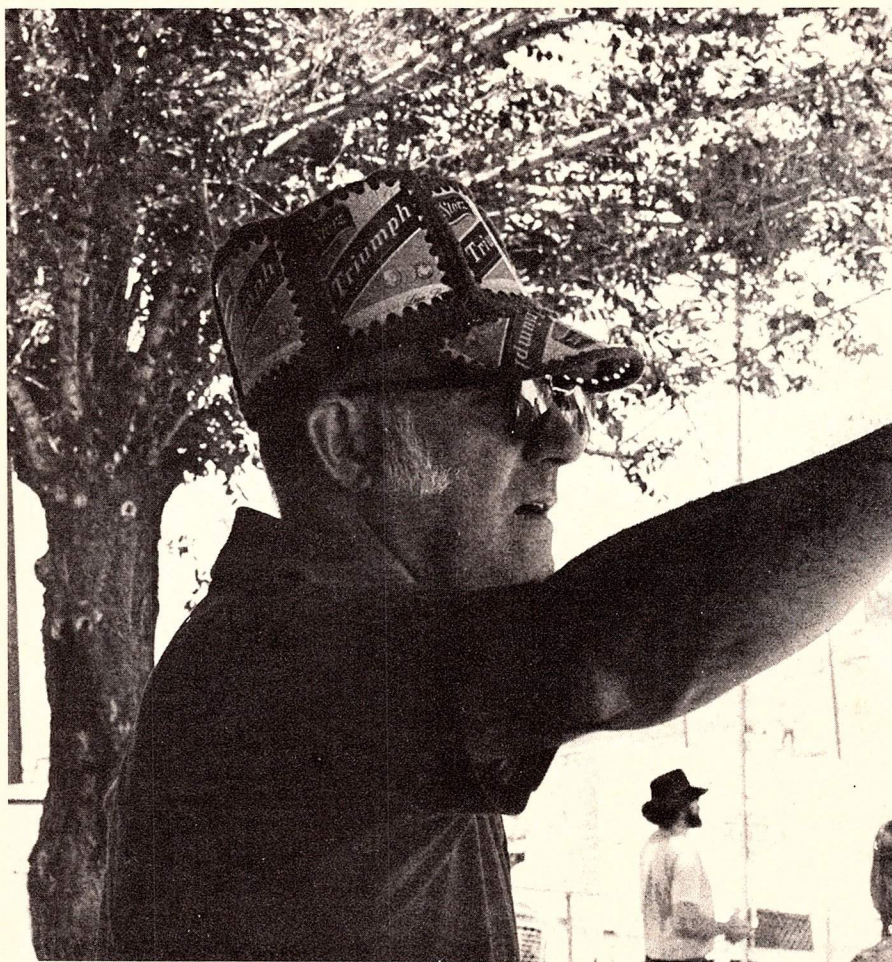
Beer, sun, simplicity and a few moral victories along the way.

THE DINOSAUR RUN TT

by Dave Schoonmaker

From a sociological standpoint, there are undoubtedly a number of perfectly reasonable ways to view a motorcycle race limited to four-strokes. For example, the youthful motocrosser — notoriously short-sighted as a genre — would likely tolerate this sort of thing only as a part of the process of senility. Or, the classics enthusiast might enjoy it as a review of history. We all know that in ignorance of history we are destined to repeat our mistakes. Even the average motorcyclist, that illusory statistic, would tend to have a specific reaction: excessive drink. But perhaps the most interesting aspect is the one which lays the groundwork for everything that happened at the Dinosaur Run TT: the energy of the individuals involved. Anyone who has been around long enough to have been a part of TT racing when four-strokes were king attended for one reason above all others: fun.

From beginning to end the Dinosaur TT was a loose kind of thing. It would be difficult indeed to sit and watch ten grown men, each one mounted aboard one form or another of single-cylinder four-stroke British motorcycle, and be up-tight. There simply must be some psycho-physical effect that widely spaced,



The moving forces at the Dinosaur TT, requiem for the minority, were beer and Triumph, occasionally combined.



Ten years ago you gritted your teeth when you rode a TT.



In 1976 you grit your teeth and then hand the Matchless over to the wife.

high-pressure thumps have upon humans. Which is not to say that there wasn't a surplus of tight, exciting racing going on at the same time. Quite the contrary.

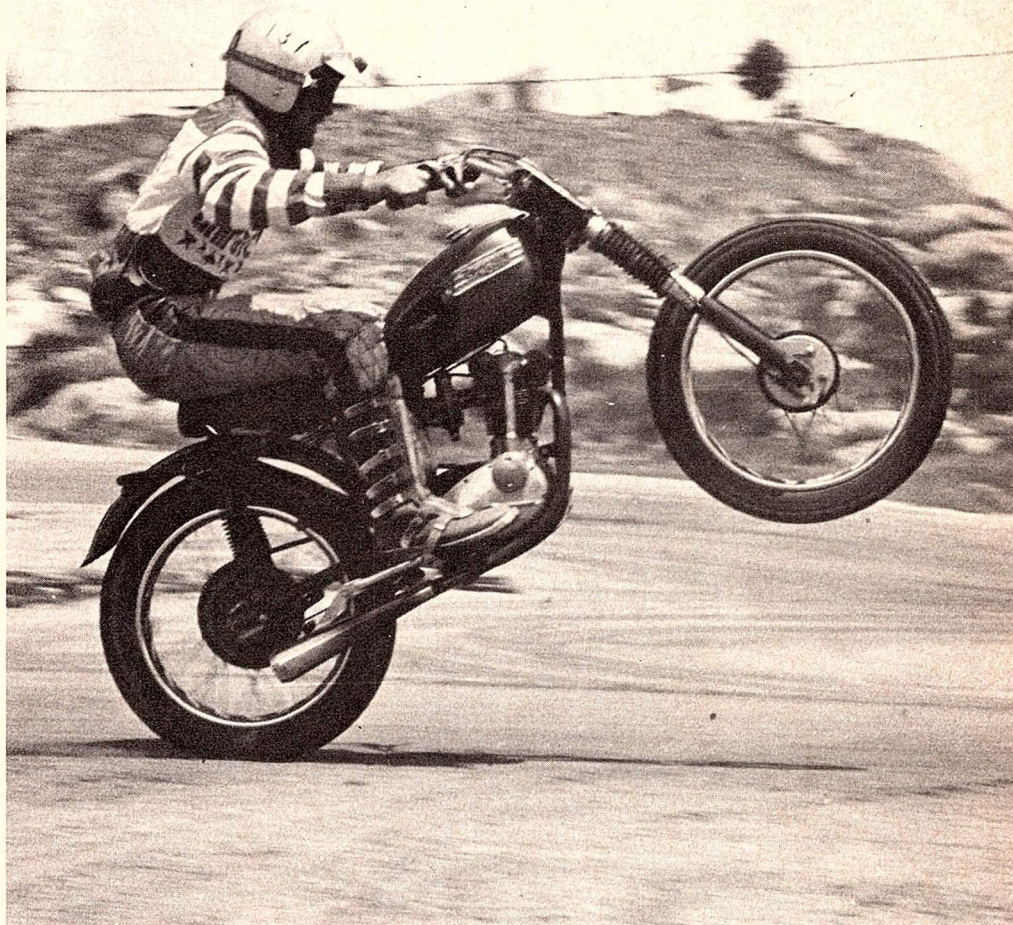
A standard motorcycle competition event can have only one winner.

But a fifth place for 1956 Matchless 500 is like an overall victory. At the Dinosaur TT there was potential for unlimited winners. And that easing of the competitive tension opened the door for fun, along with a little exhibitionism.

Unidentified 650 Triumph rider passing through customs to the world of hurt.

Upon entering old Perris Race Track (which, incidentally, was looking pretty spic and span for the prestigious occasion), most people immediately took notice of the appearance and demeanor of the participants. Slick would not exactly describe them, nor would classy; but interesting and entertaining would begin to. For example, there seemed to be a few persons displaced from a nearby Southern California T-shirt Association regatta, something you folks back East may not have heard about yet. Your author and associates spied a few Ts that even their experienced eyes hadn't previously seen. A Matchless Motorcycles and a Birmingham Small Arms were two particularly coveted items. Of additional entertainment were the means of conveyance for man and motorcycle. There was no mistaking the Dinosaur TT for a custom van show. The welding and metal-working skills found in the average English motorcycle owner were in evidence all around. Even M and S Plumbing made an appearance.

Since the day's program consisted



of practice and then 52 different Novice, Amateur, Expert, 350, 500, Open, Heat, Semi and Main events, not even the most rabid mother could sit through the entirety of it without diversion. Thankfully, the crowd provided almost limitless potential, along with help from the cold cans of Olympia served at the snack bar. For those who forgot, the race announcer reminded everyone to "stop by the snack bar for a beer and a joint." Not surprisingly, the enthusiasm of the crowd waxed and waned like a sine curve plotted by beer consumption, times sun exposure, divided by friends involved. In accordance with that formula, the strong AMA District 37 club contingency controlled race ambience with steely precision. As the announcer put it, "That number 62, I think he's a Dirt Digger; no, maybe a Prospector; no, he must be a Lost Angel."

Since, other than the misplaced T-shirt conventioners mentioned earlier, most people present were motorcyclists, they enjoyed a sympathetic pleasure as the competitors frolicked in the sunlight. Sons and fathers traded off and kept ancient pistons reciprocating double

Anyone knows that a Triumph Cub never lasts through an entire Heat and Main event. This one did. Finished third.

time. C. H. Wheat and his son scratched their way aboard one of those "modern" four-strokes, with the old man putting on a display thrilling enough to knock over two coolers in the observers' excitement. Skip Krepps and son dined Petty to Petty on a different brand of "modern" four-stroke, but this time youth prevailed.

And no true enthusiast's heart could fail to be touched by the performance put on by a 200cc Triumph Cub in the 350 class. The tiny Cub, piloted with enough ferocity and devil-may-care to make Marty Smith envious, dropped from a race-long second place to third at the checkers by a few inches. The victor by a hair: a bored and stroked 250 Honda in a Cycle Factory frame. For the Cub rider it was no loss at all.

You may wonder how the old guard stood up to the Oriental Onslaught. Numbers gave the nod to technocracy, but as one old sage put it, "Lots of old faces showin' up on shiny white motorcycles, but at



Shortly after finishing owner expresses his feelings about the Cub's longevity.

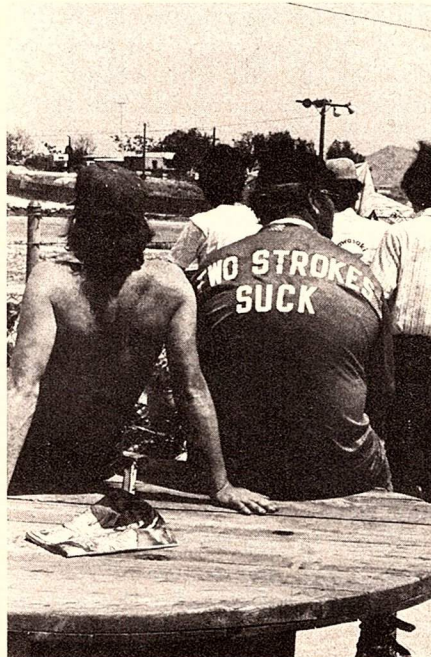
least they sound right." Out there where the rubber touches dirt and men are men, the old country held its own. A BSA Goldstar with stock shocks led its heat for quite a few laps only to be edged by a Yamaha with not much stock. Remember:



Someone supposed that this man's attitude might slip right past the ever-observant readership. Wrong? Right?



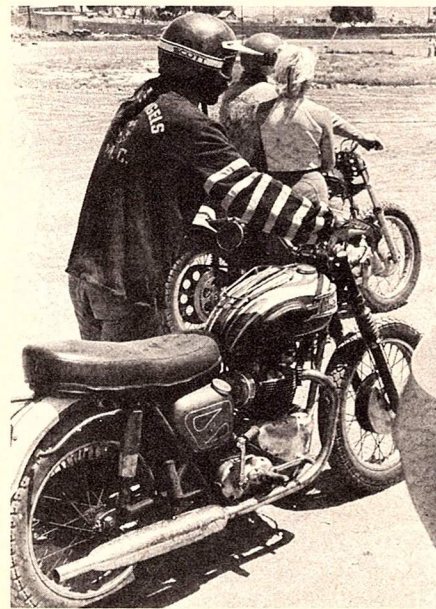
Another survivor. Both Heat and Semi. Obviously, he's a first-timer since he's riding pie plate Expert.



Self explanatory.

moral victories are important at the Dinosaur TT. And there were some real ones. Willie Hockie led the Open Expert wire-to-wire on a Triumph twin. Better yet, Chuck "Feets" Minert dogged him for all but one lap. BSA fans would rather not know why "Feets" mysteriously pulled to the side of the track, took one quick glance at his engine and proceeded to push back to pits, so your reporter didn't ask. That it stopped is sufficient.

And, of course, there were the reunions. Men to men, men to motorcycles, women to women,



Part of the spirit of TT in years gone past was to bring out the street transportation and go. Tank luggage rack brought a scourge on the Triumph name eventually bringing down the entire British empire.

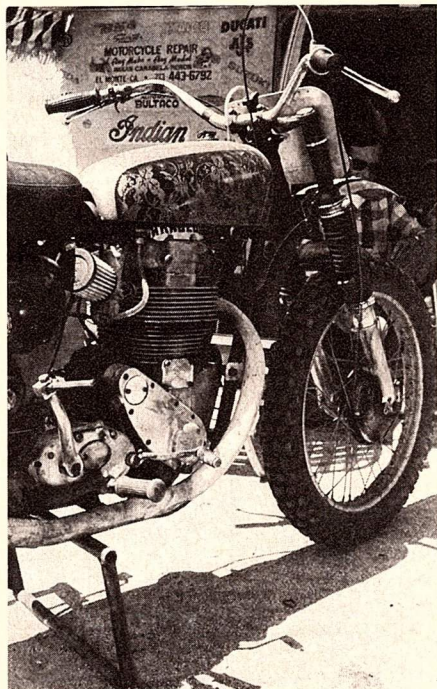
woman to motorcycle. A lady circulated on a 500 Matchless. "My lord, look, that's an AJS twin!" There was even family to family. Hockies and Wheats and Krepps and plenty of others. Meanwhile the beer poured on and skin turned red.

Now it's time to wander back from the racetrack to the sociological track we started with. Since we're now friends, I'll feel free to let you know my angle. I'll admit it, I just about fit a historical model motorcyclist that Sunday. I went looking for historical hints about motorcycling and its future. It's just a part of this impatience I have.

At the Dinosaur TT I was a young motorcyclist of a mere ten years. A sprat, even, compared to my immediate colleagues. Most of the participants had been riding before I saw my first motorcycle at a

hillclimb near Calgary, Alberta. Those people have been enjoying motorcycles for 20 or 30 years. They rode motorcycles before mankind had developed myriad ways of committing suicide, before everyone knew that politics was inherently corrupt, before there was a "them" and an "us" inside the United States.

There are some things that youth should never ignore about their elders, even when it comes to motorcycling. Attending the Dinosaur TT reminded me that technology doesn't necessarily have anything to do with pleasure. But



This is a BSA Catalina 500 — which for many practical purposes is a Goldstar.

from the oil splatches around came the inspiration for what technology can do. It is entirely possible that motorcycles built ten years ago were more fun to ride, even though they don't work as well. This isn't because the elderly are any less foolish than the young. They were just a little simpler, along with their machines. Simpler in a constructive direction, but without a lot of versatility. Sure, there are some things to learn from the past. And let our progressive doubters keep in mind: ten years ago, more motorcycles were sold each year. Now it is less.

Which takes us back to the beginning, which is, I've been told, where a story should end. You know, there was a whole lot of harmlessly subversive fun being had at the Dinosaur TT. Can you dig it?



One of the hot early lightweights, the AJS twin.

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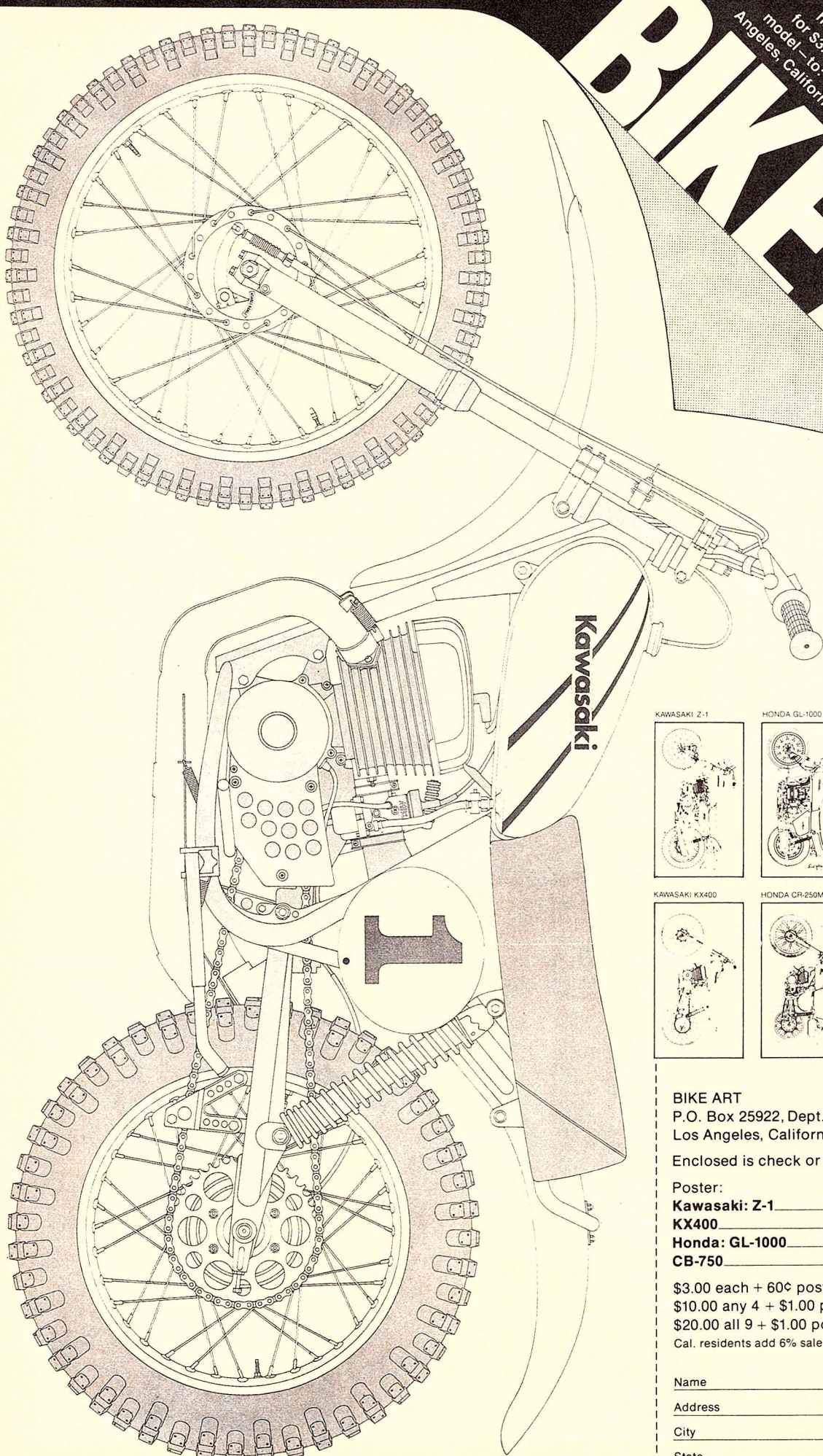
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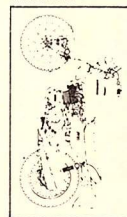
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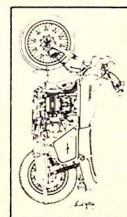
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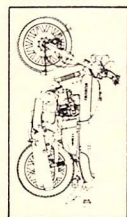
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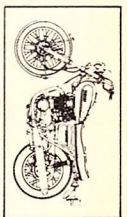
HONDA GL-1000



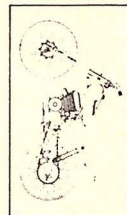
SUZUKI GT-750



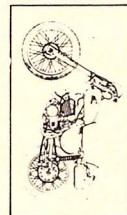
YAMAHA XS650



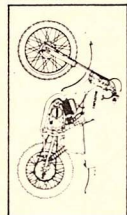
KAWASAKI KX400



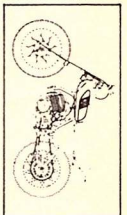
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ASK THE EXPERT

Continued from page 8

loads, except I do know it fluctuates greatly. I think some manufacturers say the limit is when the suspension is bottomed and the tires are flat. Others, when the springs are compressed halfway. My Volkswagen bus has a capacity payload of 1920 pounds — that's well over three-quarters of a ton. I know from experience that with around 1500 pounds everything is pretty well bottomed out. The practical way to determine how much load your motorcycle will carry can be easily adjusted through tire pressure and rear shock spring preload. This is applicable for a single rider as well as for two riders. Simply plop whatever weight you plan on carrying on the machine and look at the amount the tire compresses. It should be two-thirds to three-quarters of its unloaded height.

When you are adding more weight, you will need to add more pressure to raise it up to that figure. Adjust the cam action preload on the springs for a two to three-inch compression with the desired weight load. I feel this scheme is applicable for a single rider on a motocross machine, for instance. At least it is what I use. Many riders have asked me how much pressure to run in a tire. Man, that depends on the wall thickness of the tire, the weight of the machine and the rider, and it varies from machine to machine. When somebody hands me a bike and says go try it, I usually bounce on the rear wheel, see that the shocks go at least half compression, and the tire, when I'm bouncing up and down on the seat, will compress to about one-half its normal height. Then the tire pressure and spring rate is pretty close. Now pull out the air gauge and measure pressure to see what it reads. Next time you get ready for that particular machine and loading, you can then preset the pressure by the gauge without having to go through this same routine. It is a simple, usable scheme for everything, from road riding to motocross. It's not perfect, but it is a pretty close approximation. For further information, wait until next month's exciting edition of how I screwed up my motorcycle using Petty's Stupid Spring Rate/Tire Pressure Setup.

Continued on page 82

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NOISE MODS

I like your column a lot. I am thinking of buying a used CR125 but I have a problem getting to the unused gravel pits where we ride. You have to go through some trails near subdivisions and they don't take kindly to the sound an Elsinore makes. So I need some kind of bolt-on silencer to cut down on a lot of the noise, which won't cut down on the power too drastically and that I can remove at the track. Also, if possible, I would not like to do a lot of rejetting, etc. Got any ideas? Also, will this silencer hurt the engine any? Keep on WFO-ing.

Rob McManus
B. C., Canada

I'm pleased to hear that you're worried about what the neighbors think. If more people were concerned about noise, we'd have more places to ride. I suggest you try DiscoJet in California, makers of the Trapp silencer. Or try Skyway in San Fernando. They both make good mufflers. I generally put them on in a weld-on configuration. They don't seem to hurt the performance; if anything, they seem to help it by reducing my total e.t. around the racecourse by broadening the powerband a bit. The addresses are: DiscoJet Corporation, 920 3rd Street, Davis, California 95616 and Skyway Products, 12300 Gladstone Ave., San Fernando, California 91342.

CALL THE PINEAPPLE

I'm interested in getting back into motocross. It's been a couple of years since I quit. With all these new innovations coming about, i.e. gas-oil shocks, air forks, monoshocks, long travel rear suspensions, etc., I'm a bit confused as to which bike would be the best to compete on in the open class. Which do you recommend? I'm five foot ten and weigh 220 pounds.

Hutch
Honolulu, Hawaii

There is no one better for you to ask than the world-famous John DeSoto, and he is very close to you. He's friendly, good looking and would be more than happy to answer your questions. Try the Hawaii Fire Dept. for him.

AS ARE WE ALL

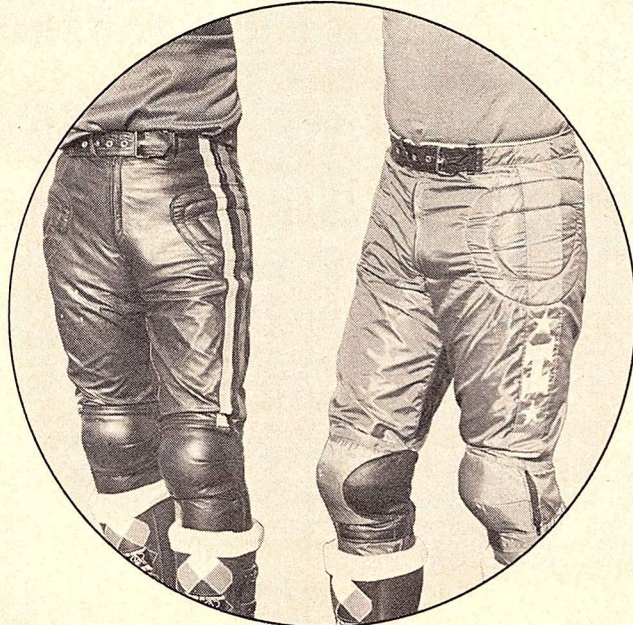
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schedule of the Professional Motocross races this year. I am especially interested in the St. Louis area. I would really appreciate any extra motorcycle stickers you might have lying around. Also, what tires should I run on my CR250 Elsinore? I would also like to know what type of shocks to run on my Honda I have them forward mounted but the stockers are not good enough to race with. I don't know if I can afford new ones, but would you please tell me anyway? I am tired of the sidehop down the local track.

Mark Bray
Evansville, Indiana

The American Motorcycle Association, Westerville, Ohio, or your local bike shop can give you race info.

Tires are like shoes; some people prefer one brand over another or one tread style rather than others. My personal preference is the Metzeler or High Point. For most riding in the sloppy mud, Trelleborgs would suit me fine. If you have a problem with sidehopping and ultimately tank-slappers on your CR250, I suggest you not only invest in better shocks but consider a stronger swinging arm. Donnie Emler's FMF (Flying Machine Factory) has got all kinds of trick kits to solve the handling problems on your CR250. FMF's Factory is located at 1416 W. 259th St., Harbor City, California 90701. And if you were to ask me which rear shock is the best, I am at a loss. There are many good ones out there.

UHL? UHL?

We would like to hear your version of how Honda came to the U.S. Also, about the AMA and motocross. This should be interesting. All kidding aside, we like this history and believe others do too.

Uhl's Idaho Bike Imports
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For my super surprise next month I am going to write a bit about how Honda came to the U.S., and drag a few old bones out of the closet on AMA and motocross. It will probably be interesting to some, but I would say not the AMA. So folks, look forward to next month's continued, thrilling edition of how we survived Marlton Brando and the Hell's Angels.

AUGUST 1976

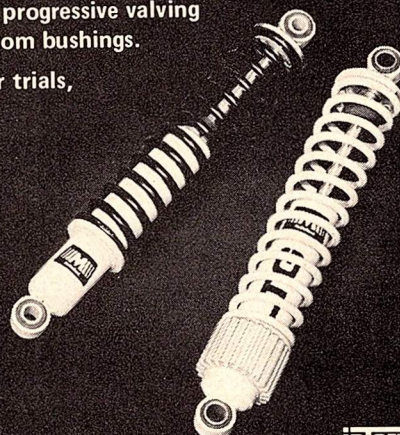
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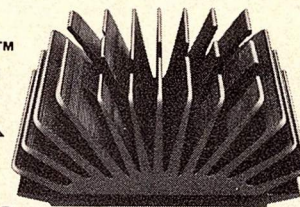
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BITS & PIECES

Continued from page 10

the bikes they were riding and their racing numbers.

Send your answers to B&P. Earliest postmarked winner gets a one-year subscription. And his name in print, too.

1. No rider was on the bike he brought to the picnic.
2. The Yamaha finished somewhere after the Suzuki.
3. The rider of the trials bike had to stop and increase the rear tire pressure from four to 14 pounds.
4. The race winner invented the cross-up, in France.
5. Bike No. 3 didn't finish in the first two places.
6. The left shock on the Husky seized.
7. No bike finished in a position corresponding to its number plate.
8. The rider on bike No. 3 was older than the rider of the Suzuki.
9. Whaley is six feet tall and weighs 170 pounds.
10. The rider who finished in fourth place denied rumors his mother-in-law is heavier than Whaley.
11. The Maico was painted green.
12. The Honda finished last, even with the change in air pressure.
13. The rider of bike No. 2 was older than Whaley, but younger than the rider on the Maico.
14. The bike George was riding was yellow.
15. The rider who brought the Honda was not riding the green bike.
16. The green bike finished ahead of these three bikes: Suzuki, Honda and No. 1.
17. Bike No. 2 did not have a plastic number plate.
18. The number plate of the second oldest rider's bike was lower than that of the bike that finished third.
19. The bike with the pie plate was not green, it may have been red.
20. George finished sixth, crashing hard when his potato sack got caught in the chain.

* * * *

Know about the Kawasaki Competition Assistance Program? You don't even have to be riding a green bike to be eligible, at least not prior to acceptance for the program. It also covers enduros and trials, as well as racing. They're looking for good riders, mostly Expert class or real comers in the lower classes, who are goin' for it and gettin' it in local competition.

Here's how it works. Bop on down to your local Kawasaki dealer. He'll screen your rider resume of accomplishments. (Verbal is OK, but written is better.) If he likes what he sees he'll send an application into

his Area Service Department.

Here's what the program offers to those who qualify: (1) Up to 25 percent below dealer cost on parts and accessories — anything listed in the Kawasaki inventory including leathers, boots, helmet. (2) Up to ten percent below dealer cost on the purchase of any Kawasaki competition bike. Riders who compete in two classes and qualify for assistance in both of them can buy two bikes. (3) Special support for the specials — Kawasaki engines in things like hillclimbers, drag racers and road racers.

Kawasaki has already signed up several top local racers and enduro riders. They're also helping several trials riders: Alabama champion Curt Comer, Texas champion Ed Kessler and this year Bruce Ryhti, who has topped all privateers in national trials the past two years. Looks like there's some green to be saved or made, going green.

* * * *

Trials tester Doug Bradbury has barefooted it off to Colorado to find out if snow is really cold. Was he really traded for Captain Bermshot? Nobody's talking. We received a letter headed: From the plush, smog-free, uncrowded, snow-capped bedrooms of trailer trash. It was signed: the snowshoeless, Sherpa sliding, section sizzling, Springs slusher. Prose like that explains those bumper stickers that say: Please don't Californicate Colorado.

* * * *

Econo-racing carried to its extremes. How to haul a Husky north to ride an AMA Qualifier? Simple. Take off the wheels and handlebars and stick it in the trunk

of your Mercedes. Gunnar used to do it in Sweden when he was a wheel-less teen, and he did it again this year for one of the AMA qualifiers. The guys actually used to tear down their bikes and then hitch a ride to the track. Trunk haulin' is style.

* * * *



Ever wonder how we get all those dust-scattering berm shots for our tests? Probably think we tell our riders to hit it wide-open, don't cha? Wrong. Zeal tosses dirt bombs. George and Bill's bikes don't even have the engines running in the above photo. Remember you read it here. *DIRT BIKE*. *Openly confessed chicanery, cunning and deceit make the difference.*

* * * *

Curious about how they do it up in northern California? Ride trials, that is. For a mere pittance, just two dollars, you can subscribe to *Pitstop*, the monthly newsletter of the Pacific International Trials Society. Find

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out about the Red Puppy, Loon Lake, Death Valley Yacht Club, Geritol, Bloody Mary, Trick or Trial. Keep an eye on their outrageous appropriation of material from other sources and maybe find out if there really is a Rescue, California. The address is 840 Cherry Lane, San Carlos, California 94070. Be warned though, they're so un-lit and low-zoot they sometimes print on yellow paper.

* * * *

Keeping it in the family. Senor Juan Soler is the Sales Manager for Bultaco in Spain. One could say he is a fairly accomplished athlete. He was the skiing champion of Spain when he discovered motorcycles. He then went on to become the champion of Spain in the following categories: road racing, enduro, motocross and trials. His son, Manuel, is the current Spanish trials champion. Who did Manuel succeed as trials champion? His cousin, Ignacio Bulto, son of Senor F. X. Bulto.

* * * *



Warning! Smoking can be hazardous to your health. That's Harry C. Smith from London, Ohio, traveling along at 30 mph on a dirt trail. He held this posture for over a half-mile and films of it appeared on CBS-TV news. When he's not upside down and backwards Harry writes for a safety magazine for the state of Ohio. He also has an unpublished book on his stunt riding. Amazingly, Harry has yet to break a bone on a motorcycle, but he warns that his is a very dangerous stunt. Do Elliot Schultz and Debbie Evans know about Harry? Do they care?

AUGUST 1976



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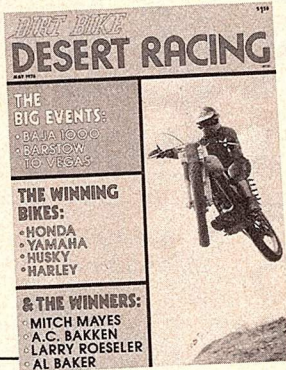
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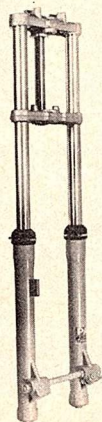
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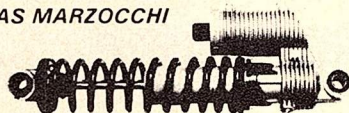
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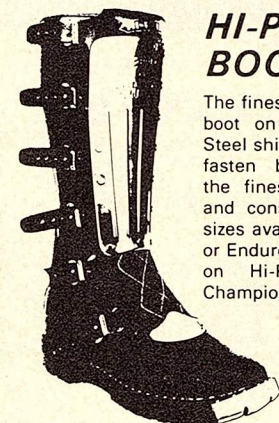


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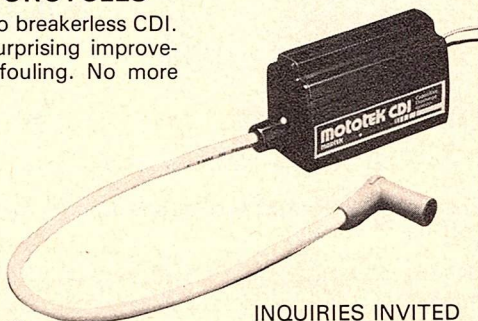
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HOLESHOT

Continued from page 12

Membership by this time had gone from the original near-100 to about 50. But no problem, these 50 were the workers, anyway. Especially the Lawler family, who never quit and were always there to do whatever had to be "did."

The time is now summer of '75, and the idea is taking shape. The last track to be completed is the motocross track and it gets to be exciting. The track is developed, then developed some more. Riders are showing up, berms are being created, and character is forming through usage. The 'crossers are saying things like, "Wow, and so close by, too, got to be great," etc.


The Lakewood Sportcycle Club is now official, incorporated and ready to run its first event. It's got a president, vice-president and all the rest of what's needed to run a club such as this.

What I've done here, in a short time, is explain an idea and the fruition of this idea. I can assure you it was not as easy to do as it was to write. Much time and effort, much patience and understanding were required to do the job.

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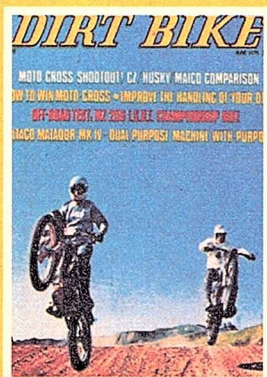
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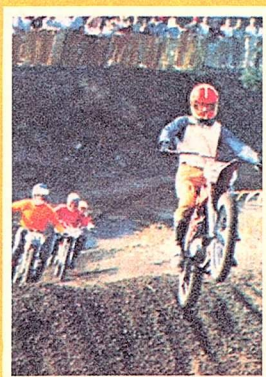
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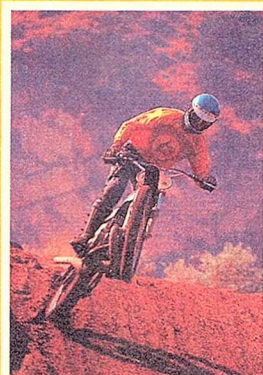
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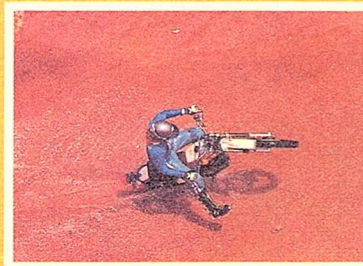
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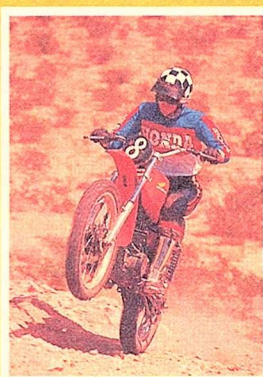


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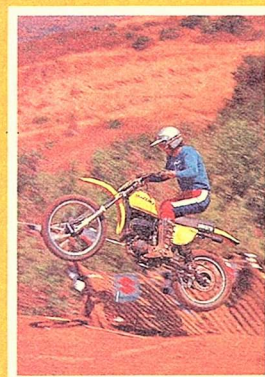


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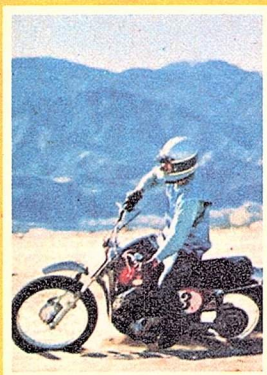


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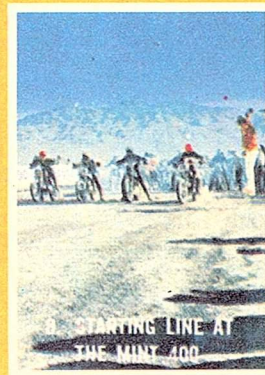


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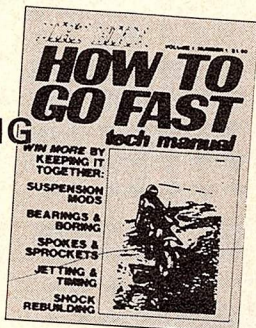
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RIDERS WRITE

Continued from page 18

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Continued on page 91

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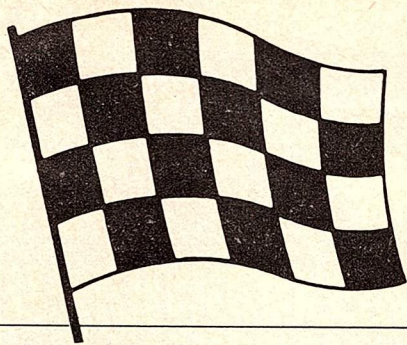
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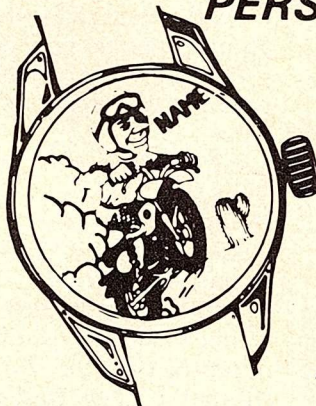


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RIDERS WRITE

Continued from page 89

interested in BMX than in reading letters from some guy complaining about three pages in a magazine.

Glen Hovey
Downey, California

... if they don't like factual reports and want to hear consumer-pleasing garbage, that is their privilege.

Al Williams
Topanga, California

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Jack Thorne
Paisley, Oregon

... this magazine is called "DIRT BIKE," and you have to make room for all bikes.

Rhea Robison
Bryan, Texas

I think it's a lot of bull.

Melanie Moore
Westminster, South Carolina

Of the self-centered people who feel that you must print your magazine to suit their own tastes, despite business realities and what the majority of readers look for in your articles, all one can say is... consider the source.

Bob Carleson
Salt Lake City, Utah

AND FROM THE OTHER SIDE

I am 26 years old and find no interest in mini-bikes or bicycles. Can you tell me why you write about races in the 6-8 year age group? Those kids probably see a dollar once a month, and couldn't understand your articles even if they did buy your magazine.

I also wish to say that Rick Hermanns is not the only person who has lost interest in your magazine. I don't agree with him completely, but he does have a point.

David G. Dispenza
Buffalo, New York

Well, at least we agree about that.
— ed.



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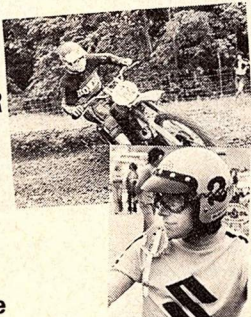
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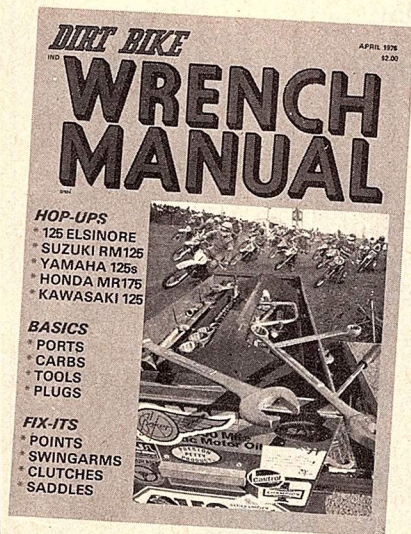
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SAGE ADVICE

Continued from page 21

rim. We'll run 14 to 15 pounds of air pressure. Any more, and the tire may wear down too fast and it will give a rough ride.

I've welded a couple of washers, on edge, to the top of the bolts that hold the top of the carburetor on. That way I can loosen the bolts with my fingers to remove the slide. Also, from these washers I have wound some rubber bands down to the idle and air screws to keep everything from backing off. Safety wire around the throttle cable, and all the cables for that matter, is a good idea in case of a crash. We are also replacing the bottom steering head bearings, which come with 17 bearings in a little cage. We replace them without the cage, and can get about 24 bearings in that way for more bearing surface.

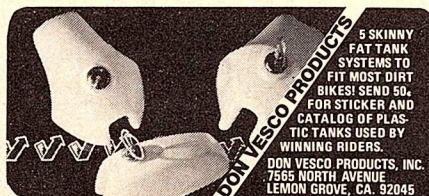
There is the possibility of air leaks in the manifold gasket, so we are going to put a little, a *very* little, silicone seal on the gasket.

Just a last few preparations are necessary. Replace the swingarm bearings with needle bearings, put on a pair of Curnutt shocks, some Terry Cables, a Malcolm Smith skid plate, retard the timing a bit, clean up the ports and we'll be all ready.

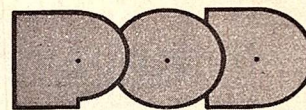
After we get these things done A. C. or I will ride the bike about 50 miles, and then we will double-check all the nuts and bolts. Re-torque the head, motor mounts, swingarm bolt — just the basic double-checks.

Actually, my Mint preparation has been, like I said, a continuance of what I've always done. That's the secret to desert racing: thorough preparation of the bike and yourself. And practice.

Since Larry wrote this article the '76 Mint 400 has become history. Roeseler and his teammate, A. C. Bakken, took second overall, nine minutes behind Rolf Tibblin and Jack Johnson. If you would like to hear more from Larry about any aspect of desert racing — getting into it, getting better at it, land closure, or just plain ol' race stories — drop him a letter at DIRT BIKE Magazine, 16200 Ventura Blvd., Encino, California 91436.



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Enclosed is my entry in the SAGDBRPC

Name _____
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TECHNICAL INFO: _____
CAMERA USED: _____
SHUTTER SPEED: _____
LENS OPENING: _____
FILM USED: _____
WHERE SHOT: _____
OTHER IMPORTANT INFO: _____

Use blank sheet of paper for additional entries

CHECKPOINT


Continued from page 6
woosh.

That explanation, while absolving Harris of any blame, didn't make him feel any better. As he said, "What if you'd been puffing on one of those cruddy cigars you smoke when that happened?"

Harris doesn't appreciate the finer things in life, but he had a point. So while he retired to the truck to shake, the gas station attendant, a few onlookers and myself fitfully discussed the craziness of someone who would turn a gas pump into a lethal weapon for kicks. And who probably didn't even stick around to see the fun. Maybe he figured he'd read all about it in the Salt Lake City papers. Or maybe she. Give the ladies their due.

Yep, the craziness is everywhere. It's commonplace at big motocross events to see people tossing their empties onto the track, curious, I suppose, about what kind of dent 40 horsepower worth of desperation-driven knobby will put in Alcoa's finest. Or maybe they want to see what kind of dent 40 horsepower worth of driven beer can will put in the face of the guy who's in second. Last year, at the Livermore round of the Trans-AMA, some junior league Manson rolled a 16-inch truck tire, complete with rim, down a steep hill into the crowd. Three people in the crowd were sent to the hospital, and the tire just missed hitting a rider, as well. It is not uncommon at desert races to find that course markers have been altered so as to re-route riders over sheer drop-offs or into abandoned mine shafts.

Whether done in the service of curiosity, trajectory or ecology, the real name for it is craziness. It seems to be spreading, and it tends to make you cautious. It should. Besides having results which can be painful, even fatal, it can put you in a situation where you find yourself eating the Farmer's Breakfast Special in Little America, Wyoming, at nine o'clock on an otherwise lovely morning.

Next time, Harris or no Harris, I'll head for the bar. 

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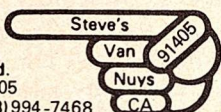
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

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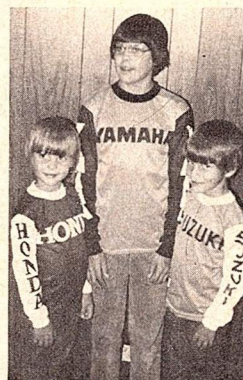
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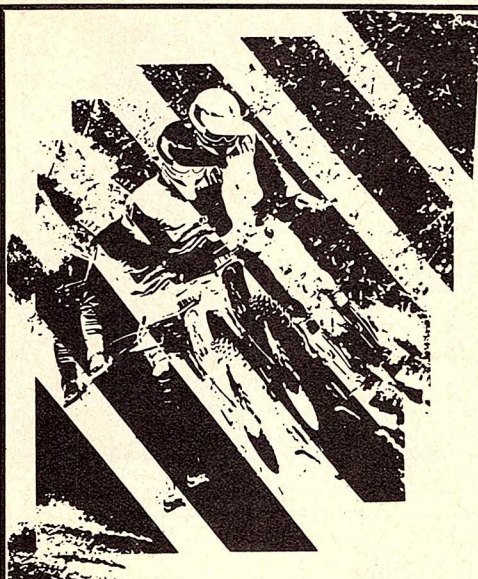
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Bel Ray	2
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Camel	100
Change of Address	84
C.O.M.B. Co.	13
Crash & Burn	96
DG Performance	15
Darien Dirt	85
Dirt Bike Calendar	97
Dirt Bike Coloring Book	68
Dirt Bike Desert Racing	85
Dirt Bike Magazine	9, 97
Dirt Bike Photo Album	94
Dirt Bike Tests	96
Exchanges, USA	89
Full House	6
Genex	79, 83
HRL Lubricants	8
Harley-Davidson	19
Hidalgo	83
Hi-Point	86
How to Go Fast	89
Husqvarna	7
Interam	14
International Motorcycle Inc.	85
Interpart	81, 82, 83
Kawasaki	23, 35
Maico	83
Martec	86
Mission Hills Motorcycles	95
Moto-X-Fox	81
Motion Development	69
MX Champs	91
North American School of Motorcycle Repair	5
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Ossa	87
Pacifico	85
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Torsten Hallman	82
Trails End	95
Unifilter	93
Upper Half	95
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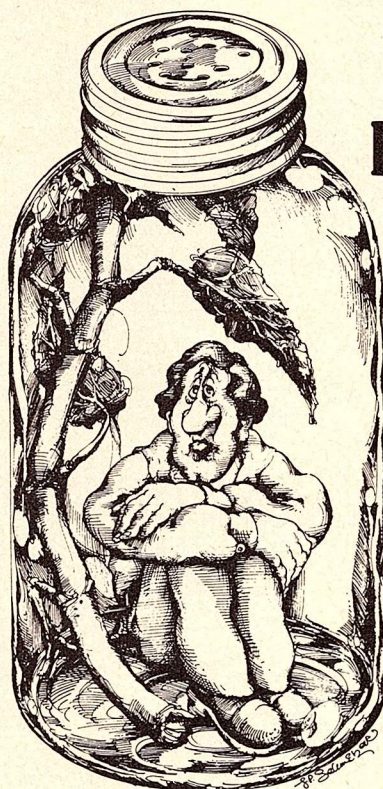
Nov. '75
Novice Advice
Dec. '75
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